# THE LITERARY DIGEST

(Title registered in U. S. Patent Office and in Foreign Countries)

PUBLIC OPINION, *New York*, and CURRENT OPINION, *New York*, combined with THE LITERARY DIGEST
(Titles registered in U. S. Patent Office)

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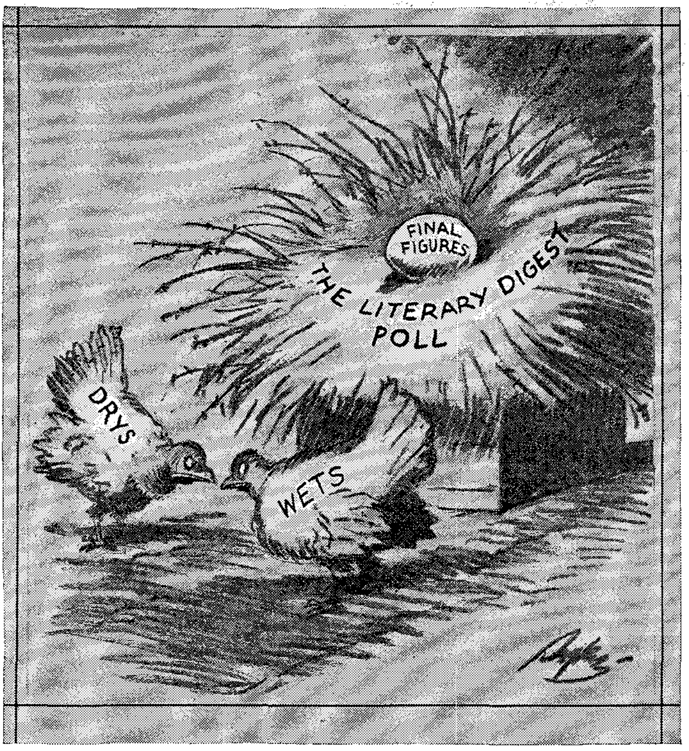
## TOPICS OF THE DAY

(This title registered in U. S. Patent Office)

# HOW THE NATION SIZES UP THE *DIGEST* POLL

IF A COMMERCIAL HOUSE received these returns relative to its own business, suggests the Boston *Transcript*, "would not its management conclude that it had gained a very clear idea of what its customers wanted?"

That's one prominent reaction to our national Prohibition poll, the final returns of which—printed in our issue of May 24—have been seized upon for discussion all over the land.



BOTH: "What are you cackling for?"
—Sykes in the Philadelphia *Evening Public Ledger.*

Here and there, opinions in great variety are framed to answer the general question:

What does the poll mean, now that it's all complete?

It means, according to sundry opponents of national Prohibition, that an immense search-light has revealed a tidal change of dry-wet sentiment on the part of a great mass of the American people.

It means nothing of the kind, declare the loyal champions of the Eighteenth Amendment and the Volstead Law. Indeed, the DIGEST poll means absolutely nothing whatever.

"There is nothing to indicate that public opinion on Prohibition has changed," announces Dr. F. Scott McBride, general superintendent of the Anti-Saloon League of America.

And on the other hand:

"The DIGEST poll to our mind indicates clearly that a change in the liquor laws is inevitable," proclaims the St. Louis *Post-Dispatch.*

Between those two extremes, a vast variety of opinion is set forth with great animation in the editorial columns of the whole country.

And THE DIGEST preserves its historic neutrality except on one point—it admits that it has done a pretty good job.

Many of the commentators link up the poll results with problems of practical politics. For instance, the pending Republican Senatorial struggle in New Jersey, which has achieved enormous national significance from ex-Ambassador Dwight W. Morrow's dramatic début as an avatar of Prohibition repeal (with a definite program of liquor control on which he hopes drys and wets may consent to agree) is cited by the Newark *Evening News* as a motive for studying the DIGEST poll's New Jersey returns.

And other papers far and wide bring up the same association of ideas. According to *The News:*

> "The mathematically minded politicians can work out any number of combinations as to the New Jersey figures. The State vote for modification was 75,673; the vote for enforcement, 47,747, a total of 123,420. The vote for repeal is 125,469. How many of the modificationists would combine with the repealers, and how many with the enforcers? When you estimate that, you have the size of the overall wet majority in New Jersey. But the size of the enforcement vote is big enough to demonstrate that in the coming Senatorial primary, the wets can not split two ways between Morrow and Frelinghuysen and still discount the vote which the drys will concentrate on Mr. Fort's candidacy."

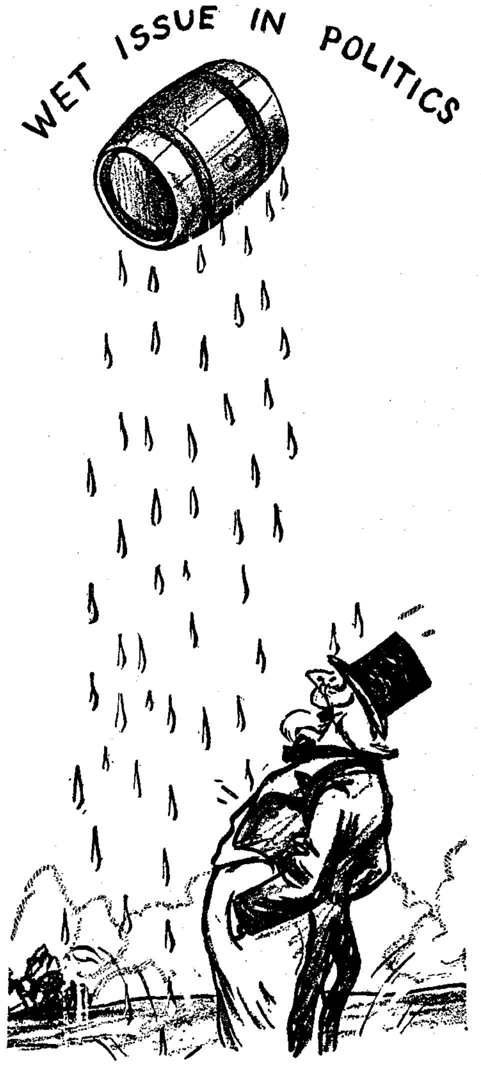
Another newspaper which links up Ambassador Morrow's confession of faith with the implications of the DIGEST poll is the Norfolk *Ledger-Dispatch*, which begins by reminding us that, "as long ago as 1920, most of us—individuals and newspapers—liked to speak of Prohibition as 'a closed issue.'

"We didn't know what we were talking about," continues *The Ledger-Dispatch*, "or, if we did know, we deliberately closed our eyes and ears to what was going on—as the United States Senate does—and pretended that the Eighteenth Amendment had become the Eleventh Commandment." From which point we read on:

> "Within the last few months the complete and inviting openness of this 'closed issue' has become more and more inescapably apparent. Mr. Morrow's platform on the 'closed issue,' which virtually parallels the scorned and derided platform of Alfred E. Smith, is one of the most startling bits of evidence that this 'closed issue' has been thrown wide open. But because the Morrow announcement accompanies the candidatorial declaration of an office-seeker in New Jersey, one of the wettest of States, it sinks into something like insignificance when compared with the final result of the LITERARY DIGEST'S poll.
>
> "For the moment, it is not necessary to compare or analyze the returns received by THE DIGEST. It will suffice to reflect that, as vehement and heated as was the Hoover-Smith campaign, THE LITERARY DIGEST received then less than 3,000,000 votes from an output of 19,000,000 ballots, while THE DIGEST has received nearly 5,000,000 votes from some 20,000,000 ballots on the subject of the Eighteenth Amendment, scattered widely throughout the length and breadth of the land.
>
> "And of these votes, a little more than 30 per cent. are for

enforcement of the constitutional amendment as it now stands; more than 29 per cent. are for modification; and more than 40 per cent. are for repeal!

"'A closed issue'? Why, it's the livest and most acute issue before the American people to-day. And it will continue to be just that until something better than the present set-up is devised and put in operation."



THE BEGINNINGS OF A MOIST SUMMER

—Duffy in the Baltimore *Sun*.

And the Baltimore *Sun* quotes Mr. Morrow's dictum that "there are many problems in human living that are not susceptible of a final solution; the attitude of the community toward the traffic in liquor is such a problem."

"The poll conducted by The Literary Digest, continues *The Sun*, "is a clear indication that this problem has not been settled by Volsteadism; and many men in public life are growing shaky on the subject."

On the other hand, some of our valued corn-belt critics laugh to scorn the idea that Prohibition is in any danger.

Thus, William Allen White declares in his Emporia *Gazette* that "when the West and South, composing three-fourths of the States in the Union, hear of the agony of the rabid repealers in New York, Pennsylvania, and New England, the West just grins and the South lets it go at that."

"Prohibition is here to stay," declares Mr. White, concluding with breezy optimism:

> "The next national Republican platform will contain, as usual, a bone-dry plank. The New York candidates and New England aspirants will get licked so long as they stay off the platform. The sooner the plug-hat crowd in the East learns that if it wants elective office in the Republican party it must take the Western view, the sooner the pie will begin to pass down the line in that gaudy Babylonian Hinterland east of Pittsburgh and south of Boston."

Which recalls an earlier editorial in which the Kansas editor, after commending The Digest's enterprise, and acknowledging the impartiality of its poll, exclaimed:

> "Let us fill our wine-glasses with well-water and drink to the long life of the ruling dry minority. We may represent only one-fourth of the total population, but we know what we want and how to get it. . . . So here's to the brainy minority dictatorship—the real governing classes—and long may they wave!"

In opposition to corn-belt contentment with Prohibition "as is," let us hear the voice of the New York *Herald Tribune:*

> "With a total vote approximating five million, The Literary Digest has announced the wind-up of its Prohibition poll. The result hardly justifies Dr. F. Scott McBride's remark to the Senate lobby committee, that the wets 'have their backs to the wall.' Except for the Great Wall in China, we know of none in this world quite long enough to accommodate so many backs."

Some of The Digest's liveliest critics have jumped at the Pennsylvania primaries (which we deal with in another article) as a sporting chance to hurl brickbats at our poll returns from that State. But every unbiased student of politics knows that Mr. Pinchot's nomination was not brought about on a dry-wet issue.

Apropos of which we quote an editorial in which the Pittsburgh *Post-Gazette* treats of our Prohibition poll in relation to the primary results. Thus:

> "As anticipated, professional drys in Washington are already claiming the result in the Pennsylvania Republican gubernatorial primary as a great victory. F. Scott McBride, general superintendent of the Anti-Saloon League, has rushed into print with a formal statement to the effect that Gifford Pinchot's nomination 'again indicates that the much-advertised reaction against Prohibition is merely an hallucination of the wets.' And with the obvious intention of countering the heavy anti-Prohibition sentiment shown in the final summary of the Literary Digest straw vote, he continued: 'The result also emphatically shows the difference between real ballots and straw ballots in Prohibition contests.'
>
> "If Mr. McBride really understands the complexities of the recent primary contest, it is doubtful whether he can accept his own conclusion at face value. Probably he had different statements prepared and ready to meet and explain any eventuality. Strong as Mr. Pinchot has been for Prohibition, we do not believe that he would share or confirm the Anti-Saloon League head's analysis for one minute.
>
> "Prohibition was not strest by the former Governor during his campaign, and at no time did he indicate that he considered it the major issue. The fact is that many pronounced wets undoubtedly supported Mr. Pinchot because of their agreement with other parts of his platform. If an attempt were made to find just what part Prohibition played in the contest, it would be impossible to ignore the combined Brown-Phillips vote of 880,000 as against Pinchot's 630,000.
>
> "The remarkable strength shown by the extreme wet ticket, moreover, altho lacking any organized support at the start of the contest, unquestionably proved the determining factor. Four years ago Mr. Phillips polled some 76,000 votes as against 264,000 this time.
>
> "Extremists on both sides of the Prohibition question will undoubtedly try to read conclusions from the Pennsylvania figures which the facts do not warrant. It played a part in determining the outcome, of course, but it was only one of many issues, and the test on Prohibition was neither clear-cut nor decisive.
>
> "If Mr. McBride really believes that Tuesday's election disproves the accuracy of the Literary Digest poll as it affects Pennsylvania, and 'the difference between real ballots and straw ballots,' why does he lack courage or confidence to put it to the test? He might recommend to Mr. Pinchot that if elected Governor he should urge the State-wide referendum which Mr. Brown suggested. There could be no appeal from such a verdict, no explanation and apology by either side to the controversy.
>
> "It seems significant that virtually all of the support for such a test—fair, impartial, and complete—comes from those who believe the present status of Prohibition unsatisfactory."

And now we turn to the lighter side of the Prohibition poll.

During its closing weeks, when all other arguments against it had been exhausted, the esteemed *Christian Herald* made the exciting discovery that more than fifteen million of the more than twenty million persons to whom The Digest had mailed ballots had not been heard from.

Evidently, argued this earnest organ of aridity, the dumb fifteen million were all drys.

So the poll was utterly deceptive.

This discovery, broadcast editorially throughout the dry world,

## WHAT DO YOU KNOW ABOUT THAT?

*Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 5.*

1. Name five of the advantages of owning your own home. (p. 68).
2. For what is Mesa Verde famous? (p. 50).
3. In what European country was a bomb found in the Soviet Embassy? (p. 14).
4. Who is called the "John Keats of American painting"? (p. 19).
5. Does buying bootleg liquor violate the Volstead Law? (p. 8).
6. Where is Bryce Canyon? (p. 34).
7. Why has a famous New York church formed an "alumni" association? (p. 24).
8. Where is the Devil's Tower? (p. 41).
9. In what Italian cities has Mussolini made alarming speeches? (p. 13).
10. Where can the Fabre line of steamships take you? (p. 66).
11. What is the best toe for a shoe? (p. 16).
12. What does a "falling" barometer indicate? (p. 18).
13. What city of the United States has the highest suicide ratio? (p. 11).
14. Why are Florida fruit-growers unhappy? (p. 17).
15. From which country is France importing man-power? (p. 15).
16. What writers are said to have "discovered" America to Europeans? (p. 21).
17. What is a submarine "escape dress"? (p. 17).
18. What new invasion of Carthage has just taken place? (p. 22).
19. What legislative body rebelled against the dial phone? (p. 9).
20. How can you tell when a tree is strangling itself? (p. 17).

made a deep impression, and the slogan, "Where are the fifteen million?" became the most popular of anti-poll brickbats.

A popular question of old was, "What becomes of all the pins?" And it would be just as sensible to say that they are all carefully hidden under haystacks by little brown men in plug hats, as to say that the unreturned Digest ballots were all delivered to drys—or wets—who cleverly hid them under the bed.

We have previously shown that the returns of this poll have broken all records, amounting to 23.76 per cent. of ballots mailed out. The ratio in the case of our 1928 poll was 13.86 per cent. And that was the poll which, to the huge delight of some of our present critics, forecast with stunning accuracy the election of Hoover and the smashing of the Solid South.

But what, dear friends, became of the seventeen million missing ballots in that poll?

Yet the slogan, "Where are the fifteen million?" will probably reecho dismally here and there so long as the Prohibition poll is discust.

On this point, the Boston *Transcript* says:

> "Carpers who would criticize the Literary Digest poll because it represents only about 25 per cent. out of 20,000,000 ballots sent out to test public sentiment on Prohibition, may note that this is almost double the number returned in the record-breaking canvass of 1928, which forecast the election results as between Smith and Hoover with astounding accuracy. In other words, if that unprecedented survey reflected the popular mind with well-nigh scientific exactness, the present poll, which closes with the current issue of the magazine, will be regarded by fair-minded people as even more illuminating. With this premise accepted, the showings must be considered as of genuine significance."

After quoting some of the totals and percentages, *The Transcript* makes the remark with which we open this article. It continues:

> "To put it another way, what board of directors would dare mold its business policy except in accordance with these unmistakable indications of what class of goods it should produce for its trade? The matter is simplified when put upon this plain business basis; nor would any wise management waste much time or money trying to convert its patrons to its own ideas of what they should buy.
>
> "The service rendered the cause of intelligent administration by The Literary Digest is immeasurable; the more so because the trustworthy management of that magazine did not start out to prove a thesis of its own, but sought only facts."

A consistent champion of Prohibition, the Springfield *Republican*, draws a historical parallel between the conditions disclosed by the Digest poll and those which attended the election of Lincoln in 1860. It points out as "a remarkable coincidence" that "the total vote on Prohibition in the Digest poll, 4,806,464, is almost the same in size as the total popular vote in 1860 for President, which was 4,676,853. With this in mind, adds *The Republican*, "other curious facts emerge from a comparative study." For instance:

> "There were four Presidential candidates in 1860, but Lincoln alone represented the antislavery cause. The others, Douglas, Breckinridge and Bell, were proslavery in varying degrees. All three wanted it left alone, or left to the popular will in the States. The vote for the three proslavery candidates may be combined as showing the strength of the proslavery sentiment of the American people in 1860 as against the vote for Lincoln. The antislavery vote was 1,866,352, or somewhat more than 39 per cent., while the proslavery vote was 2,910,501, or somewhat more than 60 per cent.
>
> "The anti-liquor vote in the Digest poll and the antislavery vote for President in 1860 were not far apart on a percentage basis—30 per cent. as compared with 39 per cent. The proliquor vote, as claimed by the wets, and the proslavery vote in 1860 are comparable on a basis of 70 per cent. and 60 per cent., respectively. Both liquor and slavery got good-sized majorities.
>
> "There would be no point in comparing the popular proslavery majority in 1860 with the popular proliquor majority in 1930, if we did not concede, for the moment at least, the wet claim as to the significance in the government of this country of the Digest poll. In reality, the Digest poll is to be accepted only with qualifications and reservations which virtually no wet commentators seem willing to recognize."

Here *The Republican* adduces the results of the Pennsylvania primaries as an argument against the poll's accuracy. Pursuing its picturesque fantasy, it continues:

> "The purpose of our comparison between the popular majority for slavery in 1860 and the popular majority for liquor in the Digest poll is to call attention to a significant fact. Prohibition, like antislavery, has an inherent moral strength, not wholly dependent on the numerical vote that could be cast for it."

Condensing the argument somewhat, we quote further:

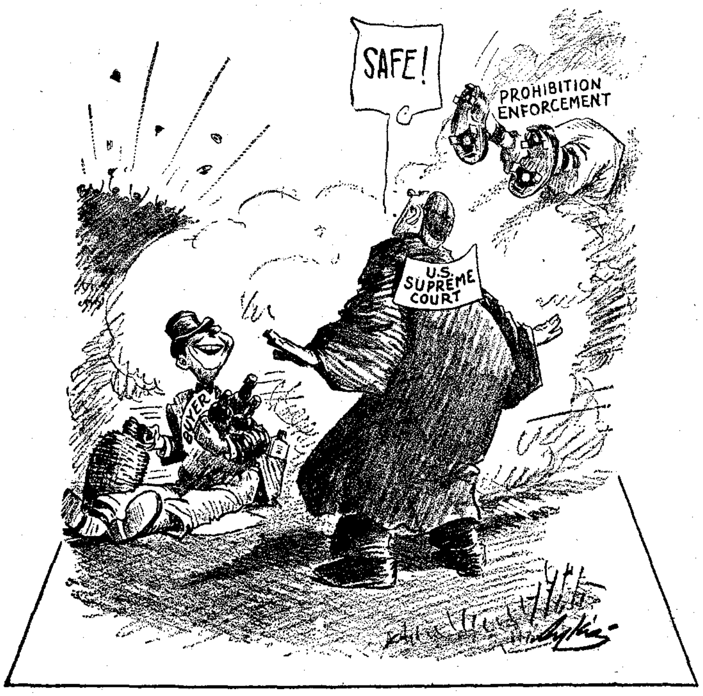
> "A minority group with a stern conviction of having a moral issue in its keeping always has more influence by far with a Legislature or a Congress than its numerical strength would seem to warrant. Why is the Watch and Ward Society in this State so powerful in the Legislature when the book censorship question comes up? The Legislature is always afraid of its upstanding moral pretensions.
>
> "There has been wide-spread hilarity and not a little scoffing at Superintendent McBride's statement that 'the Anti-Saloon League was born of "God."' The real significance of that utterance is lost on its critics. They are ignorant of the nature of the temperance forces that agitated this country for a century, inspired by the conviction that the liquor trade is as much a moral issue as the slave trade.
>
> "Numerical majorities may uproot constitutional Prohibition, yet they obviously will not be the sole arbiters of the liquor question, if a moral force sufficient in the past to place Prohibition in the Constitution of the United States, in spite of newspapers and majorities, must still be reckoned with."

# BUYING LIQUOR NO CRIME

A STREET-CAR MOTORMAN in Boston finished one of his trips from Park Street to the Lake Street car-house, and discovered that he was not a criminal.

And the certification of innocence came from no less an authority than the Supreme Court of the United States.

For the motorman, Mr. James E. Farrar, was the defendant in the liquor-buying case carried to the Supreme Court to secure a final decision on the question whether the buyer of bootleg liquor was a criminal under the Eighteenth Amendment and the Volstead Law. And Mr. Farrar himself summed up the opinion of the court when he said, as quoted by the United Press, "it goes without saying now, that I did not commit a crime by purchasing liquor."



OFFICIALLY ANNOUNCED
—Sykes in the New York *Evening Post.*

The decision will be well received by the country, in the opinion of most newspapers. It seems to the San Francisco *Chronicle* that the court "points out the obvious." In fact, that word "obvious" appears frequently in the newspaper comment on the decision. Speaking a little more strongly, the Newark *News* concludes that the court has "sustained common sense." *The News* reminds us that for ten years the Government assumed the innocence of buyers, and refrained from prosecuting them, but—

> "There was doubt in the minds of some judges, and a few months ago Senator Sheppard requested the Department of Justice to issue a ruling on the liability of bootleg customers. Attorney-General Mitchell refused to permit the department to do so. On March 7, Federal Judge James M. Morton, in Boston, handed down a ruling in the case of James Farrar of Watertown [a Boston suburb], who had been indicted for purchasing two pints of liquor, that purchase of liquor is not a crime under the national Prohibition act. Attorney-General Mitchell, appealing from this decision, asked the Supreme Court to decide the status of a liquor-buyer."

The Supreme Court last week made its decision, upholding Judge Morton. In another case involving a conspiracy charge in connection with the purchase of beverage liquor, it declined to make a ruling for technical reasons, but in the Farrar case, it quoted the precise wording of the Volstead Law, and recalled that in the case of many other Prohibition laws the buyer has been considered innocent—"probably it was thought more important to preserve the complete freedom of the purchaser to testify against the seller than to punish him for making the purchase." However that may be, continues the court, in a unanimous opinion read by Mr. Justice Sutherland:

> "It is fair to assume that Congress, when it came to pass the Prohibition act, knew this history and, acting in the light of it, deliberately and designedly omitted to impose upon the purchaser of liquor for beverage purposes any criminal liability.
>
> "If aid were needed to support this view of the matter, it would be found in the fact, conceded by the Government's brief, that during the entire life of the national Prohibition act, a period of ten years, the executive departments charged with the administration and enforcement of the act have uniformly construed it as not including the purchaser in a case like the present; no prosecution until the present one has ever been undertaken upon a different theory; and Congress, of course, well aware of this construction and practise, has significantly left the law in its original form."

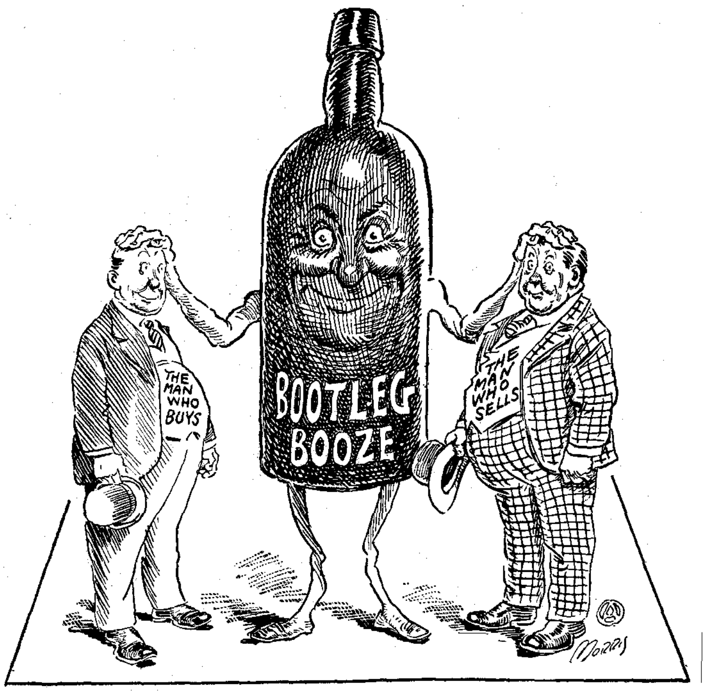
The Supreme Court decision "will not result in any change of policy," remarks Assistant Secretary of the Treasury Lowman, in charge of enforcement; but, he adds, "it does clear up a doubtful point, as there were some authorities who contended the purchaser was equally guilty with the seller." Incidentally, a New York *Herald Tribune* correspondent reminds us that "the decision does not affect State legislation, which in some cases holds buyers and those possessing liquor guilty, applying only to Federal law."

This decision of a case originating in Boston is characterized as "simple, brief, sharp and unmistakable" by the Boston *Herald*, which adds:

> "We are inclined to think that it will be welcomed by everybody but the most extreme wets and the most passionate drys The former believe that the more oppressive the efforts to enforce the Volstead Law become, the sooner there will be a change The latter believe that they are engaged in a holy cause, and that any law which punishes persons who either sell or drink intoxicants is justifiable."

The most important decision in connection with Prohibition that the Supreme Court has rendered, this seems to the Boston *Post*, altho the wording "and undoubted intent of the Volstead Law makes no other judgment possible." However, we read,

> "There is, it is true, just a small cloud obscuring the bright



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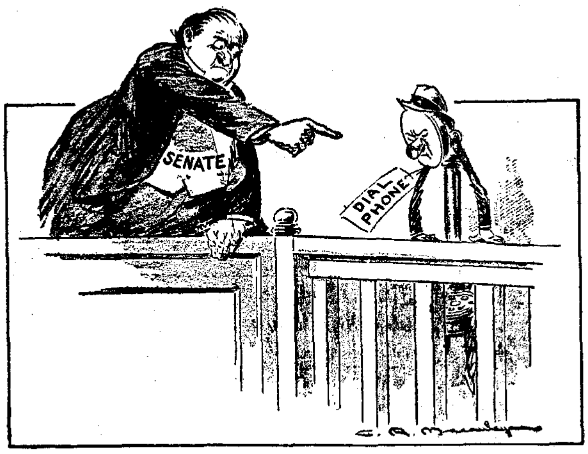
"BLESS YOU, MY CHILDREN"
—*Morris for the George Matthew Adams Service.*

unlight of this happy conclusion. The buyer may be guilty of onspiracy to transport liquor (a banned proceeding), if he arranges to have liquor delivered to him. That point has not een decided. It seems that at present, if a bootlegger casually alls and sells intoxicating beverage, the buyer can not be called o account. But if you telephone your bootlegger, or otherwise rrange for a business visit, perhaps Uncle Sam will get you, if ou don't watch out."

"The decision is not a defeat," declares such a militant dry eader as President Ella A. Boole of the National Woman's Christian Temperance Union, "because we never have claimed anything more than a moral responsibility." While friends of Prohibition differ, Howard Hyde Russell, founder of the Anti-Saloon eague, is quoted as saying that he agrees "with the attitude uggested in the decision itself that it is 'more important to reserve the complete freedom of the purchaser to testify gainst the seller than to punish him for making a purchase.'"



IMPEACHED
—Macauley in the Brooklyn *Eagle.*

On the wet side Mrs. Charles H. abin, President of the Woman's rganization for National Prohibition Reform, thinks that it is a low at the drys, that buying of ootleg liquor will increase; she is sure that many persons have disapproved of Prohibition, but have efused to buy because they did ot want to break the law." The ew York *Telegram*, Sacramento *ee*, and Miami *Herald* all consider his a defeat for Prohibition which ill make the law harder to enforce.

On the other hand, the Los ngeles *Times* thinks that if it is a et victory, "it is at most a very arrow and academic one, with ery slight practical importance." t seems to the Philadelphia *Bulletin* that "the more practical rohibitionists" welcome the decision.

Obvious as the decision was, it seems to the New York *Herald ribune* that "it brings out in bold relief the essential weakness of rohibition":

> "At the bottom of the breakdown of the experiment is the opular demand for liquor which the law does not touch. We ave heard a great deal in the last decade about the duty of law bservance, as if this applied particularly to the drinker. The rinking public, by and large, is observing the law, and it is doing o quite as strictly in buying its supplies from bootleggers as if t were confining its attention to home brew. The old and sound oral issue of intemperance has incidentally been forgotten. The ain trouble with Prohibition lies precisely here, that it has hifted the whole question from a moral to a legal basis."

So speaks an avowedly wet newspaper. But the dry Portland *regonian* observes:

> "Tho purchase is legal under present laws, it may not always e so. As Prohibition becomes more firmly established, and the et hope of revocation dies out, public sentiment may demand hat the consumer accept the same liability as do the producer nd seller."

The weakness in the law revealed in the Supreme Court decision "should be remedied to make the purchaser equally guilty ith the seller," contends the dry Denver *Post.* And one of the ffects of the Supreme Court ruling is the reported intention f Senator Morris Sheppard of Texas to push his bill for making he purchaser guilty. Congressional drys are said by the Washington correspondents to be divided on this issue; some thinking hat it will make the law harder to enforce. The general consensus of editorial opinion is that Congress is not likely to pass such measure.

## SENATE OUSTER FOR DIAL PHONES

TO DIAL OR NOT TO DIAL? Not for long did the United States Senate debate that question.

"The brand-new dial telephone system was abruptly kicked out after a two-weeks' trial, with the entire Senate cheering the eviction," says a Washington dispatch to the New York *World.*

And so no longer will senatorial fingers and senatorial skill be challenged by the intricacies of this new contraption of the machine age. With rare unanimity, we are told, the Senate turned thumbs down on the device—thumbs which perhaps had become snared in the whirling disks in vain attempts to pick out the right number.

"Senator Glass, Democrat, Virginia, called up his resolution directing the sergeant-at-arms 'to have these abominable dial telephones removed at once,' and it went through with a whoop," The *World* correspondent tells us. Said Senator Glass: "I object to being transformed into one of the employees of the telephone company without compensation."

From an Associated Press dispatch we learn that the revolt also spread to the House, where Representative Abernethy, Democrat, North Carolina, introduced a resolution to the same effect.

Altho the dispatches recall that President Hoover refused to have dial telephones installed in the White House, the new system is not without its ardent Washington friends, as *The Post* of that city discovered when it made a canvass. For instance:

> "In busy offices, department stores, railroad offices, public utilities, and the governmental departments, indorsement of the dial phones was almost unanimous, and in most cases highly enthusiastic."

In the House, adds *The Post*, the first to come to the defense of the new system was Representative La Guardia, Republican, of New York——

> "'Any member of the House who hasn't sense enough to operate a dial telephone,' said the fiery little New Yorker, 'ought to go out and get himself another job.'"

The only difference, he declared, is that, with the dial, "there is nobody you can 'cuss out.'"

Later, the telephone company, recovering its voice, as it were, explained that "it was not contemplated that the placing of dial telephones in the Capitol should make it necessary for any Senator or Representative to use the dial unless he preferred to do so," and "no operators employed on a permanent basis were released because of the installation of the dial system."

The Senators, it seems, by their action slowed up their own telephone service, for, according to the Washington *Evening Star*, "they are waiting from four to eight minutes now to get through most calls, and will do so until the lengthy intricate and expensive job of enlarging the Capitol switchboard is undertaken, it is declared."

Editorial comment on the Senate's ditching of the dial phones runs in three channels—serious, facetious and derisive.

Will Rogers, in one of his dispatches to the New York *Times,* avers that "they want nothing connected with the Senate in any way where the responsibility can't be shifted." But the Schenectady *Union-Star* says that "plenty of people wish they could be Senators for a few minutes just to be able to say, as Senator Glass said, 'take these abominable things out.'"

# PENNSYLVANIA'S REPUBLICAN TANGLE

"THE WET-LIBERALS DID IT."

"An outstanding victory for the cause of Prohibition."

"The day of dictatorship by one man or one group is over in Pennsylvania."

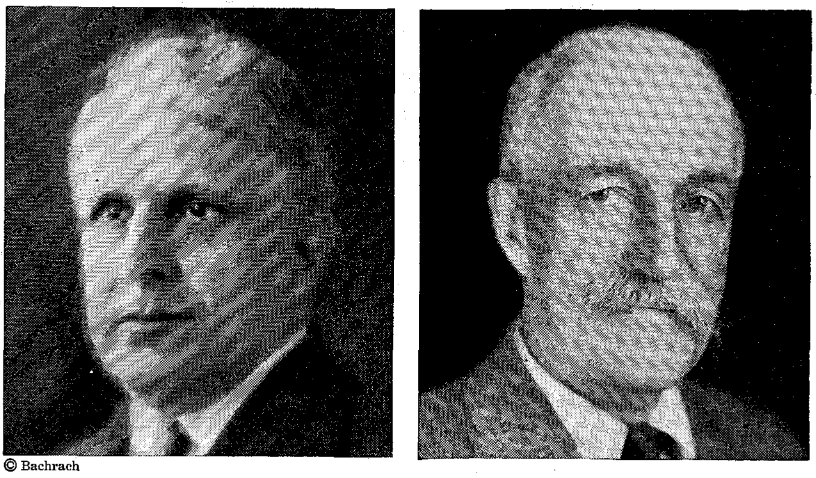
"Many a long day before double-crossing, double-dealing, and treachery is forgotten."

"For the present, certainly, Pennsylvania Republicanism is not going wet."

"To the wets and drys the results are meaningless."

Take your choice among these contradictory interpretations of the Republican primary tangle which nominated Secretary of Labor James J. Davis for United States Senator in place of high-tariff apostle Joseph R. Grundy, and named Gifford Pinchot, Progressive and bone-dry, for Governor.

Since Republican nomination in the Keystone State is considered generally as equivalent to election, the conclusions quoted above represent both State and national views of the significance of the primary vote. Yet militant wets claim that their votes cast for Phillips, a third gubernatorial candidate of their own, gave Pinchot his victory against the Vare-Brown organization, whereupon they immediately threaten to defeat Pinchot with another strictly wet candidate at the election in November!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PENNSYLVANIA REPUBLICAN WINNERS

James J. Davis, Federal Secretary of Labor in three Cabinets, on the way "from steerage to Senate."

Gifford Pinchot, former "Progressive" Governor, comes back as the "stormy petrel" in Pennsylvania politics.

Following the wet trail into the political jungle seems to be a favorite pastime with the newspapers. They remind us that on the wet-dry issue Davis and Grundy were national platform standpatters; Brown declared for a State referendum, contrasting with Pinchot as a confirmed dry, while the State division of the National Association Against Prohibition backed the separate nomination of an anti-Volstead, anti-State enforcement ticket, Bohlen for United States Senator and Phillips for Governor.

Unofficial press returns show that in a vote exceeding 1,500,000, Davis with 720,000 votes defeated Grundy for Senator by some 235,000; Pinchot with 633,000 votes defeated Brown for Governor by nearly 15,000; and the Bohlen-Phillips ticket received about 250,000 votes—approximately 17 per cent. of the total primary.

Hope that Prohibition will now be relegated to a lower rung on the political ladder, "where it belongs," is exprest by the Scranton (Pa.) *Republican* (Rep.), which declares that—

> "The primary election was an outstanding victory for the cause of Prohibition, in a State noted for its anti-Prohibition proclivities, and a rebuke to those who have overemphasized, overstrest, and overspoken this, a minor and at best a moral issue, trying to make it the leading political issue."

On the other hand, wet "liberalism," despite its condemnation of Pinchot's dryness, by casting some 250,000 votes, wins "the balance of power" in Pennsylvania—glory enough, according to the Philadelphia *Record* (Ind., Dem.). Claiming credit for early urging Pinchot to run against both "Grundyism and Vareism," *The Record* heartily supported the Bohlen-Phillips third-party wet ticket. We read:

> "Viewed alone, the results seem chaotic.
>
> "The Vare choice for Governor defeated, all the rest of th Vare slate victorious; Grundy rejected by the State in whic he was lately the most powerful figure; an ardent progressiv named at the head of its ticket by a reactionary and boss-ridde party; a wet uprising which caused the nomination of a Prohibitionist!
>
> "Yet there is a key-fact which solves the puzzle. LIBERALISM produced this complex but highly stimulating situation.
>
> "It wrecked a venal machine and averted the threat of a industrial autocracy.
>
> "And it established in actual votes a power which guarantee consideration of its demands now and henceforth."

Among other Philadelphia papers, the *Evening Bulletin* (Ind Rep.) thinks the outstanding feature is tha "militant wets of Philadelphia and immediat vicinity have caused th defeat of half-way wetness, and probably hav forced a definite issu for the fall election." While it is pointed ou that the wets failed t wean adherents fron the Vare-organizatio wards of laborers an foreign voters in Philadelphia, they secure support from the so called highbrow sections. *The Public Ledger* (Ind.) thinks the considerable showing is "no clear verdict," and foresees a "battl royal" in November for the Governorship. *The Inquirer* (Rep.) says "the wets will be disappointed; liquor was a side issue, at leas in a great measure," as the campaign actually developed. Th Pittsburgh *Press* (Ind.) considers defeat of the wet ticket "no tantamount to a wet referendum. Brown received wet support and so did Pinchot, the dry, in this complex primary."

Outside Pennsylvania, papers likewise emphasize or discoun the wet-dry significance of the primary. The New York *Worl* (Ind.) concludes:

> "Politically, the moral of the election is plain enough. A policy of straddling on this question may have been soun tactics in 1924 or 1926 or 1928. It is no longer sound tactics."

On the other hand, the Manchester (N. H.) *Union* observe that in such a sharp contest other considerations than "relativ aridity" guide the voters' choice. "In both the big contests th wet entries proved merely 'also-rans.'"

How does this wet-dry, dry-wet situation strike the national politicians at Washington?

The keen Washington correspondents reflect their opinions Thus, it is Mark Sullivan, in the New York *Herald Tribune,* who concludes that more study is necessary, but "for the present, certainly Pennsylvania Republicanism is not going wet." Elliot Thurston in the New York *World* is the observer who reports that "to the wets and drys the results are meaningless." Robert Barry in the New York *Evening World* criticizes wet "foolhardiness" in Pennsylvania that gives drys the opportunity to capitalize "doubtful victory." Clinton Gilbert in the New York *Evening Post* observes that the machine was hit, rather than the wets, by Pinchot's victory. Frank R. Kent in the Baltimore *Sun* considers the wet showing "remarkable and significant" in sustaining the contention that "Prohibition has begun to crack. It will encourage the anti-Prohibition forces in Illinois, New Jersey, and everywhere else." Thomas F. Healey in the Philadelphia *Public Ledger* reports from Washington:

> "It is pointed out that the wet vote polled in the primary was not a real indication of the Prohibition sentiment of the State, since the largest organized political units voted political convictions rather than personal convictions.
>
> "The Vare organization is a wet organization. The Allegheny organization is wet. But neither voted the Prohibition issue directly."

The Washington *Post* quotes Superintendent F. Scott McBride of the Anti-Saloon League as saying that "the outcome demonstrates conclusively that the wet issue is not a good one for either State or national candidates."

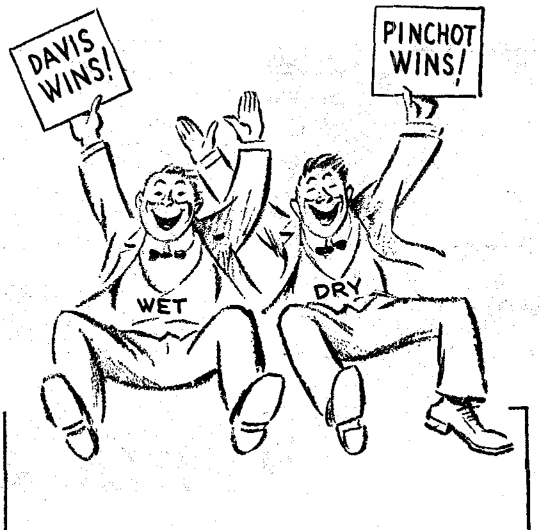
Some hasty critics insist that the outcome of this Pennsylvania primary proves that the DIGEST poll is all wrong—a straw vote worth nothing in view of Mr. Pinchot's nomination for Governor. Not so at all, according to thoughtful commentators, who emphasize the utter confusion of personal, factional and side issues in this party fight, where the political set-up smothered Prohibition as a live issue.

Compare this Republican party primary with the one four years ago, 1926, when Vare won the nomination for Senator openly advocating modification of the Volstead Law as the paramount issue of his campaign. In that three-cornered primary contest, he defeated Senator Pepper by some 100,000 votes, altho the combined vote for Pepper and the then Governor Pinchot, both drys, exceeded the Vare vote by some 200,000. This time the wet-dry issue in the party set-up arose between the Vare candidate for Governor, "Wet-Referendum" Brown, and dry Pinchot, and Pinchot defeats Brown by some 15,000 votes, altho the combined vote for Brown and a third "militant wet" candidate, Phillips, exceeds the Pinchot vote by some 220,000. Pinchot narrowly wins through the divided wet votes in the party.

Further, no one contends that in this Republican primary the issue of wet or dry cut any figure in the fight between Davis and Grundy for Senator. They stood on the same side of this issue. Many papers point out that the strong labor element simply paid no attention to wet or dry in piling up the big party majority for Davis.

Pinchot's dryness needed no argument. His campaign, however, was directed against the Vare party machine, its big business affiliations and control of the State Government at Harrisburg. His strength with the labor element and rural republicans upstate is admitted regardless of any wet or dry sentiments. And Allegheny County, containing Pittsburgh, for example, which went strongly for him, would hardly be reckoned by anybody as dry city territory.

"Local rather than national issues decided this battle," declares the Pittsburgh *Press* (Ind.), and many papers agree. "This was a factional fight in a State where Republicans can afford factional fights," says the Louisville (Ky.) *Courier-Journal* (Ind. Dem.); the Vare-Philadelphia Eastern machine against the Mellon-Pittsburgh Western machine, in which other editors find Pinchot proving that even in rock-ribbed Republican Pennsylvania sometimes a decisive contingent of individuals will vote "as they darn please."


DAVIS WINS!
PINCHOT WINS!
WET
DRY

WAS PROHIBITION AN ISSUE?
—Plaschke in the Louisville *Times*.

# OUR MOUNTING SUICIDE TOLL

ONE HUNDRED AND TWENTY THOUSAND lives snuffed out in ten years.

Not by disease or accident, but by suicide.

And the problem is growing worse, according to recently published statistics which show that "the suicide rate of American cities during 1929 reached the highest figure on record, or 18 per 100,000, since 1916."

For the last six years the rate has been growing steadily, we are told by Dr. Frederick L. Hoffman, consulting statistician of the Prudential Insurance Company of America. But it is still considerably below the highest ever recorded, which was 21.5, in 1908. The lowest rate, we read, was 12.3, in 1920.

What caused the increase in self-inflicted deaths last year? Dr. Hoffman, writing in *The Spectator*, an insurance journal, tells us something about that:

> "The stock-market collapse of last year unquestionably had a direct bearing upon the increase in suicides, altho not as well marked as might have been expected.
>
> "When the suicide rates for a period of years are correlated to business failures, there is a fair consistency in the correlation, the highest and lowest figures usually coinciding, tho sometimes the highest suicide rate follows the year after the highest rate of business failures."

Of 151 cities, with an estimated population of nearly 38,000,000, eighty show an increase in the suicide rate over 1928, Dr. Hoffman points out, while fifty-six show a decrease, and in the remaining fifteen the rate remains stationary. The ten cities listed with the highest rates (per 100,000) are:

| | | | |
|---|---|---|---|
| Sacramento, California | 52.8 | Terre Haute, Indiana | 31.3 |
| San Diego, California | 51.8 | Manhattan and Bronx, N.Y. | 27.7 |
| San Francisco | 39.3 | Spokane, Washington | 27.5 |
| Atlantic City | 36.6 | Seattle, Washington | 27.1 |
| Quincy, Illinois | 32.7 | Concord, New Hampshire | 26.4 |

"In 1928 the total number of deaths from suicide in the United States registration area was 15,566, equivalent to a rate of 13.6 per 100,000," writes Dr. Hoffman. "If we assume the population of the United States at the present time to be 125,000,000, and the prevailing rate of 14 per 100,000, this would give approximately 17,500 deaths from suicide during the course of a year, a national loss of valuable lives in most cases, as to which there is less concern than if it were an equal loss of live-stock."

The seriousness of the peril is emphasized in later paragraphs:

> "We are thus confronted with a national problem of considerable magnitude, and it is no small thing to contemplate that 120,000 persons have voluntarily ended their existence during a decade of unexampled prosperity.

Pointing out that "during 1927 the number of suicides due to firearms numbered 4,989 out of a total of 14,356," Dr. Hoffman asserts that "if the use of firearms was absolutely restricted, the number of deaths from suicide, as well as homicide, would unquestionably be materially reduced."

The Hoffman report causes an editorial stir. M. E. Tracy writes in the New York *Telegram:*

> "Who can doubt that the submergence of individuality as made inevitable by the goosestep of modern business and modern society plays an important part in the increasing of suicide? . . . The individual has become a slave to organization, not only as a toiler but as a member of society."

# TOPICS IN BRIEF

The United States may be dry to-day but it looks damp to Morrow.—*Wichita Eagle.*

With the resumption of fighting, normal conditions in China have been restored.—*Weston (Ore.) Leader.*

The Literary Digest inquired some time ago what hell is. That was before it began to get letters about the poll.—*Publishers Syndicate.*

"The man in the street owes more to the State than he is aware of," says a writer. Or, rather, more than the income-tax authorities are aware of.—*The Humorist.*

Floyd Gibbons, with his ability to change the subject at the rate of 267 words a minute, is an ideal person to bring home with you when in need of a domestic alibi.—*Arkansas Gazette.*

What we don't understand is whether it is a new war in China or the same old war they have always had.—*Dallas News.*

The radio isn't perfect yet. What it needs now is a knob you can twist to slow it down while Floyd Gibbons is talking.—*Life.*

Possibly some of these Literary Digest votes for "strict enforcement" of Prohibition are inspired by curiosity.—*Miami News.*

New York is to have a sky-scraper 103 stories high. An American consul, we presume, will be found in one of the upper floors.—*Detroit News.*

New American Tariff Rates Are Prohibitive, Says Swiss Envoy. — Head-line. Here seems to be an idea for the Volstead enforcement officers. —*Arkansas Gazette.*

Miss Joan Lowell was slightly injured in an automobile accident the other day. We're waiting now for the account of how she swam ashore.—*New York Evening Post.*

The telephone companies require 1,000,000 new poles annually. Raise telephone poles, farmers!—*Dallas News.*

All we can say is that The Literary Digest went to a lot of trouble just to find that Cincinnati was wet.—*Cincinnati Enquirer.*

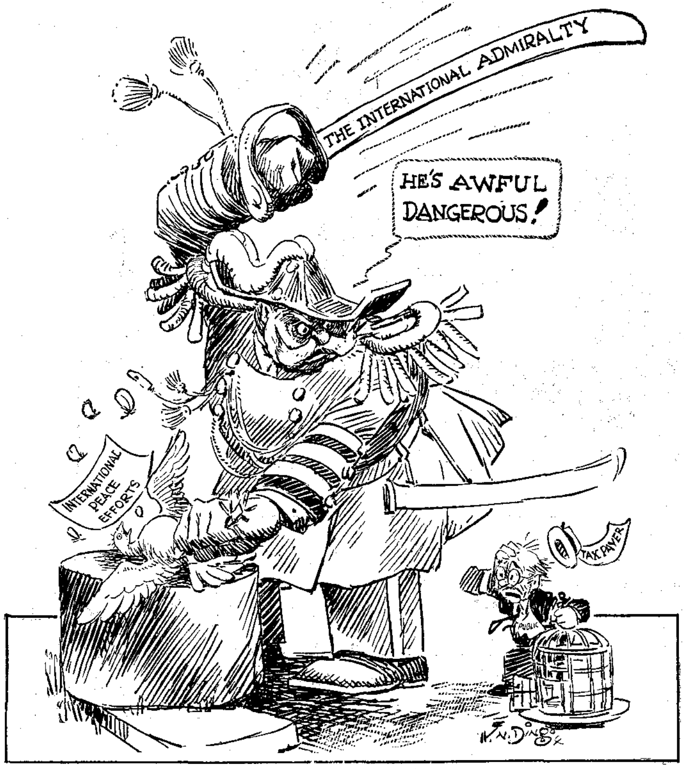
Drys dissatisfied with the Digest figures are not, however justified in the suspicion that they smell a poll cat.—*Weston (Ore.) Leader.*

The piano, it is announced, is now fighting for its life in the American home. And one we heard the other night was taking a terrible beating.—*New York Evening Post.*

A man arrested for stealing cigars in Chicago said that he did it for his starving children. He must have overestimated the amount of cabbage the cigars contain.—*Ogden Standard-Examiner.*

A Japanese naval officer has committed suicide on account of chagrin at his country's defeat in the London conference, but all American admirals are reported alive and kicking.—*St. Louis Star.*

A Swedish genius has invented a regulation-size umbrella which can be folded and put away in an overcoat pocket. It sounds good, theoretically; but then we should probably mislay the overcoat.—*Detroit News.*



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OUR FIRST LINE OF DEFENSE
—Darling in the New York *Herald Tribune.*

At all events, the shoplifting business is picking up.—*Weston (Ore.) Leader.*

The country won't be really crime-ridden till machine-guns come in colors.—*Life.*

Mobs are throwing stones at Englishmen in India but in that country the trouble has always been caste.—*Virginian-Pilot.*

June is the delightful month when the amateur gardener learns whether the radishes he planted were rhubarb or nasturtiums.—*Detroit News.*

Speaking of difficult decisions, think of the poor Congressman when the Powers back home tell him one thing and The Digest another.—*Erie Times.*

American manners are often complained of in Europe, and before long it will be our customs. — *Weston (Ore.) Leader.*

Wouldn't this new radio device that automatically tunes in stations cause a lot more unemployment? — *Arkansas Gazette.*

Americans are forgetting how to walk, one writer says. But the walkers are learning how to jump, and that helps some.—*Dallas News.*

We accept the report of the Department of Agriculture that fewer persons are leaving the farm. There are fewer persons on the farm to leave.—*Topeka State Journal.*

Dora, a little mixed as always on political procedure, supposes the next step in the Digest poll will have to be ratification by two-thirds of the States.—*Detroit News.*

Woman Fined For Killing Husband. — Head-line. Yes, sir. It looks like the law these days insists on penalizing even the simplest and most natural amusements.—*Nashville Banner.*

The modern home is a place where nothing can be accomplished if the electric current goes off.—*Nashville Banner.*

Looks as tho the wets and the drys will have to go to court to determine the custody of that Modification child.—*Arkansas Gazette.*

Drug-stores are going in for a greater variety of stock. Gosh! What's left for them to expand on, unless it's real estate? —*Washington Post.*

We don't know much about advertising any more, but it does seem to us that the ideal medium for a straw hat campaign just now would be The Literary Digest.—*Virginian-Pilot.*

Scientist predicts that the law of gravity may be abolished. We hope the straw votes will be confined to "for" and "against" repeal and not get involved with "modification."—*Arkansas Gazette.*

The trend in crowded cities, says a motor expert, must be toward smaller cars than any so far produced. We are trying to visualize the pedestrian of the future, knee-deep in sedans —*Detroit News.*

Whether you believe in Prohibition enforcement, modification or repeal, the Digest poll will give you the comfort of knowing that there are several hundred thousand who agree with your views.—*Nashville Southern Lumberman.*

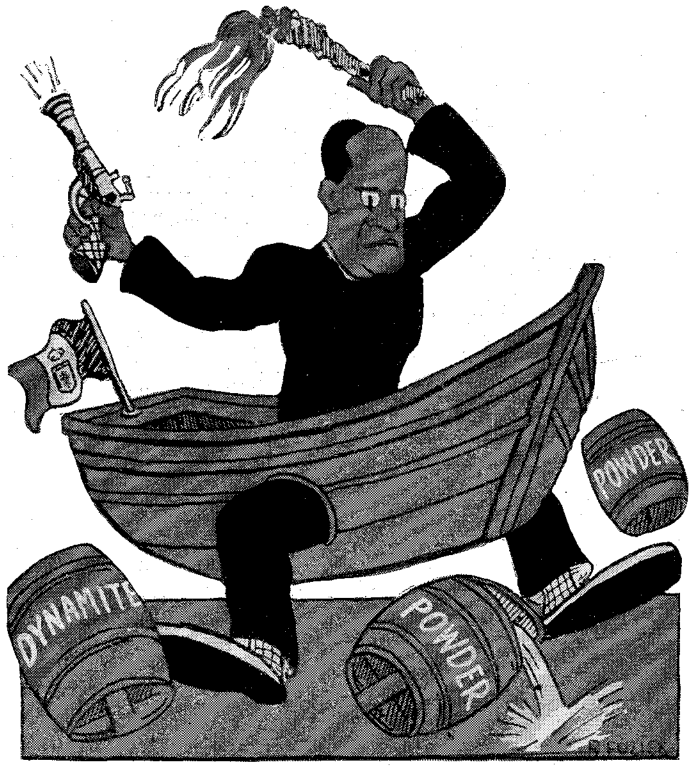
# THE MUSSOLINI WAR COMPLEX IN EUROPE

"WE CAME BACK FROM VERSAILLES with a mutilated victory, but victory is still within our grasp."

These words from Premier Mussolini's speech at Milan, similar o speeches previously made at Leghorn and Florence, are said y some Paris press correspondents to have been duly noted in 'rance. At the same time hese informants point out hat French editors observe a trict decorum in their comments.

Yet, as P. J. Phillip remarks a Paris cable to the New 'ork *Times*, there is no concealment of opinion in Europe, which twelve years of peace ave brought neither full economic recovery nor complete cceptance of the settlements nade by the Treaty of Versailles, that speeches like those f Il Duce "may be extremely angerous."

On the other hand, another orrespondent of this famous Jew York daily, Arnaldo Cortesi, sends a wireless from Milan in which he says that in the olitical speech delivered to a rowd of 100,000 or more in he enormous Piazza del Duomo in Milan, Premier Mussolini was trying to take the dge off his former declarations Leghorn and in Florence. The warlike tone of Mussolini in Leghorn and in Florence, this correspondent admits, caused considerable uneasiness beyond Italy's frontiers, especially in France."



A FRENCH THRUST AT ITALY

MUSSOLINI: "Keep your eye on the great big man from the South!"
—*Le Carnet de la Semaine* (Paris).

"We are so certain of our destiny," Mussolini is quoted in a Iilan Associated Press dispatch reporting the occasion, "that I ive you a formal rendezvous in this same square on October 2, 1932, to celebrate the beginning of the second decade of the 'ascist revolution, which is destined, as we wish, to make ever iore grand the Italian people."

Then he shouted, we read: "Will you be here?"

"Yes," they cried in answer, and these Milan dispatches urther relate:

"Then let fly your flags and your muskets!" commanded the 'remier, and immediately the whole square became a sea of waving banners of Fascism, and of muskets tossed in the air.

An interesting glimpse of what some European editors call the Mussolini menace" is afforded by the Paris correspondent of ne Manchester *Guardian*, who evidently quotes from a most nportant if unnamed source. This correspondent writes:

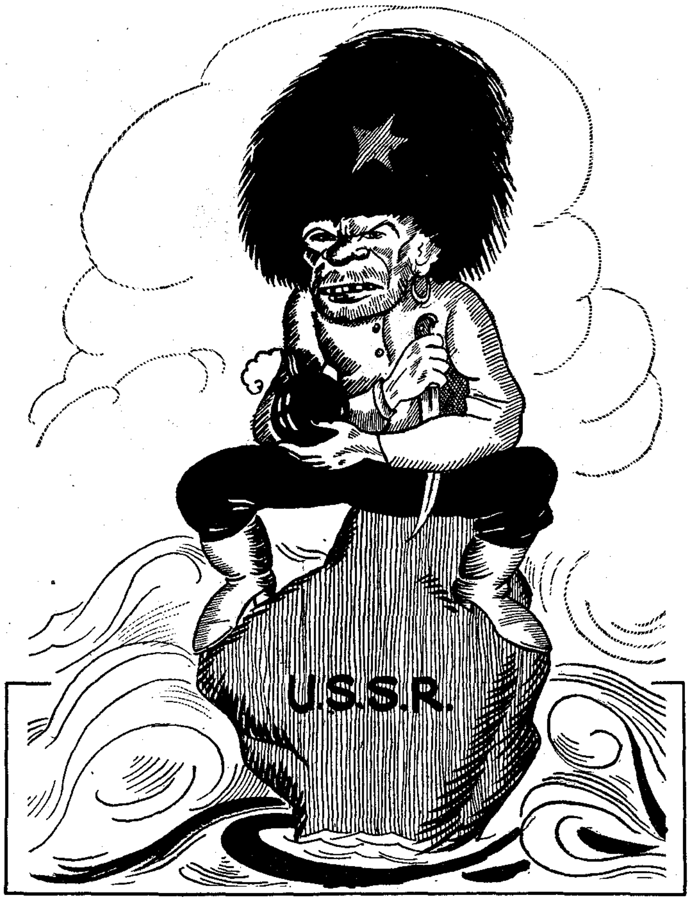
> "The other day a very prominent man in French politics artled me by saying that he feared that the reality of the Italian anger to peace was not recognized in England.
>
> "I told him frankly that I doubted whether anybody in ngland believed in the possibility of an Italian attack on France, and he replied that he himself did not think that likely, but that the danger existed all the same.
>
> "The Naval Conference must have made it clear to everybody that relations between France and Italy are dangerously strained, and that each regards the other as the potential enemy.
>
> "One reason, no doubt, why this had not been so clear hitherto is that the French press, acting on instructions, says little or nothing about the matter.
>
> "Nobody can wish the French press to retort in the same way to the violent abuse of France that constantly appears in the Italian press, severely controlled as it is by the Italian Government, but it may be doubted whether the best way to avert a danger is to hush it up.
>
> "The most prejudiced Francophobe could hardly venture to hold France in any way responsible for the present deplorable state of Franco-Italian relations.
>
> "The forbearance shown by the French press, under great provocation, is not the only example of Mr. Briand's conciliatory policy toward Italy.
>
> "Nobody can doubt the sincerity of the efforts that Mr. Briand and successive French Governments have made to arrive at an understanding with Italy.
>
> "The failure of those efforts has been due to the unreasonable attitude and demands of the Italian Government. What, for example, can be thought of the demand that the descendants of Italian settlers in a French colony should be allowed to retain their Italian nationality forever through successive generations?
>
> "I understand that the Italian Government, by way of asserting a claim to Corsica, now treats Corsicans settled in Italy almost as Italian citizens, and exempts them from various formalities imposed on other foreigners.
>
> "The French Government, knowing how much the Corsicans dislike the Italians, wisely overlooks this, but the conduct of the Italian Government is a provocation."

In spite of the claim constantly made by Fascist orators and the Fascist press, to Tunisia, Corsica, Nice, and other parts of French territory, this Paris correspondent of the Manchester *Guardian* remarks, "an Italian attack on France seems almost unthinkable, for it would be courting defeat." But, it is unsafe to assume that no Government is capable of reckless folly," he adds, and goes on to say:

> "It was a piece of reckless folly on the part of Napoleon III to declare war on Prussia, but he did it, altho some of his friends, in particular his half-brother the Duc de Morny, warned him what the consequences would be.
>
> "The Italian Fascist régime, as an eminent Frenchman said to me the other day, is a second and worse edition of the Second Empire.
>
> "Most people to whom I have spoken about the matter do not think that Signor Mussolini himself wants war, in spite of his

bellicose speeches, but they remember that Napoleon III did not want war and was pushed into it by his entourage.

> "They say that Signor Mussolini's entourage is, to a great extent, composed of desperate men. Might not circumstances arise in which a foreign diversion would be their forlorn hope?
>
> "Nevertheless, even in such a case it would hardly take the form of picking a quarrel with France. Jugo-Slavia is a more conceivable object of attack, especially as Italy could count on the effective cooperation of the other 'Fascist' State—Hungary. On this hypothesis, certain Italian preparations on the French frontier may be ascribed to the belief that France would be obliged by her alliance with Jugo-Slavia to intervene. Whether any French Government would, or could, intervene in support of Jugo-Slavia is a question."



A POLISH JAB AT RUSSIA

THE ENRAGED BOLSHEVIK: "In China and in India I'm a big hit. But in Poland I'm a flat failure." —*Mucha* (Warsaw).

It would appear then, observes *The Guardian's* Paris representative, that if there is a danger of war between France and Italy, the French system of alliances is to blame. So he reasons that:

> "The best course for those who fear the danger—and there is a very real and wide-spread fear of it in France—would be to point this out to their fellow countrymen and agitate for the abandonment of all alliances.
>
> "The rest of us, without exaggerating the danger to peace of the Fascist régime, should not dismiss it as non-existent. If that régime does not end in revolution or war, or both, it will be unique of its kind in history.
>
> "The danger is all the greater because the Jugo-Slavian régime is not a bit better, and it might be very difficult for the Council of the League of Nations to decide which State was the aggressor.
>
> "If ever a war does break out in Europe it will become very plain that military alliances are incompatible with the obligations of a member of the League of Nations.
>
> "How could a Power represented on the Council give an unbiased opinion on the responsibility for a war in which one of its own allies was involved?
>
> "All secret military conventions are null and void by the terms of the Covenant, and their very existence is a violation of the Kellogg pact. Hitherto this question has been shirked at Geneva: it is time to raise it openly."

## A SOVIET BOMB "CASE" AGAINST POLAN

THE YOUTHFUL WAR-BORN Republic of Polan is accused of a terroristic act against Soviet Russi This astonishes and slightly amuses some edito who look back to earlier days when Poland trembled in i shoes before the very shadow of mighty Russia.

The "case" made against Poland by Soviet Russia is bas on a bomb found in one of the chimneys of the Soviet Embass at Warsaw.

The bomb was taken out of the chimney, before it explode by the Polish police, we are told, and the Polish authorities general are zealously investigating to find out who placed t bomb where it was found.

The Soviet Government charges the Polish Republic, accor ing to Maxim Litvinov, Soviet Russia's Acting Foreign Ministe with "all responsibility for taking an effective measure to reme the dangerous situation of Poland which favors the repetiti of acts that are likely to provoke an attack on Soviet Russia

An official Russian version of the story that might be entitl "The Bomb in the Embassy" is found in a dispatch of *Tas* the official Soviet Telegraph News Agency, which reads follows:

> "The bomb was discovered by the janitor of the house No. 1 on Poznanska Street, bordering on the premises of the Sovi Embassy. He noticed on the roof of his house a wire whic had never been there before.
>
> "Tracing the wire, he found also a watch-mechanism which it was attached. Thence, the wire passed to the roof the adjoining Soviet Embassy.
>
> "The janitor informed the police, who immediately con municated with the Soviet Embassy requesting its permissio to investigate the mysterious wire.
>
> "In the presence of Mr. Goluvko, the chief of the Easte Department of the Ministry for Foreign Affairs, and of M Rose, an attorney, Polish bomb experts ascertained that t wire was connected with a bomb, which hung on a solid strin in the chimney of the Embassy.
>
> "It was impossible to take the bomb out through the chi ney, so the police had to destroy a part of the wall in the bas ment of the Embassy. Only thus was the bomb finally seize It was three-quarters of a meter long and twelve centimete in diameter. . . .
>
> "According to supplementary information, a club of Polis Monarchists is located in the house No. 17 adjoining the Sov Embassy."

Polish Monarchists, Polish nationalists supporting Marsh Pilsudsky and White Russian emigrés living in Warsaw a accused by the Soviet Press of being responsible for the bom in the embassy.

An attack on the Soviet Union is the real purpose behi the "provocative campaign" which is being carried on Poland, declares the Moscow *Pravda*, official organ of the Co munist party. Nevertheless, Polish newspapers and Pol officials, it alleges, will deny that there is such a campai going on in Poland, but *Pravda* adds:

> "Yet facts speak to the contrary. And especially, this last fa of an absolutely unheard of provocation.
>
> "It is only the preposterous campaign carried on against Sov diplomats and approved of from above, only the atmosphere complete safety for all criminals, who may be sure that they w escape unpunished no matter how horrible a crime they w attempt against the Soviets, that account for the attempts blow up the Soviet Embassy in Warsaw. . . .
>
> "Nor is it the first time that an attack has been made on th life of Soviet diplomats in Poland. On June 7, 1927, Comrad Voikov, the Soviet Ambassador to Poland, was killed in Warsa by the bullet of a White bandit.
>
> "On May 4, 1928, an attempt on the life of Comrade Lizare the Commercial Representative of the Soviet Union in Polan was made. Finally, in 1929 (a mob) attacked the Soviet Co sulate General at Lwow.
>
> "During these four years, Soviet-Polish relations have bee proceeding from one crisis to another, from conflict to confli

"Certain militaristic circles of Poland are deliberately driving toward war with the Soviet Union.

"They constantly carry on violent anti-Soviet activities which have all the earmarks of political preparation for such a war."

But the Polish press does not take the bomb in the embassy so tragically.

When, working on the roof of the embassy, we read, the Polish police were vainly trying to pull the bomb through the chimney. Suddenly, the twine on which the bomb hung broke. There was a moment of general horror, it appears, and everybody thought that a terrific explosion would follow.

But nothing of the kind happened. Falling from the height of several stories, we are advised, the bomb safely landed in the stove of the basement.

Moreover, Polish newspapers claim, the bomb which looked so terrifying was found not to be loaded with dynamite, but with ordinary "hunting powder."

## HEALTHFULNESS OF GERMAN DUELS

GERMAN STUDENT DUELS are not in the least dangerous, it is contended, and, what is more, they are really conducive to moral and physical robustness.

This is the claim of the German Surgical Association. It is made, we learn from Berlin dispatches, in a formal protest against a proposal to increase the punishments of University students who engage in duels.

In the manifesto of the German Surgical Association is found a whole-hearted and powerful defense of the student duel, writes the Berlin correspondent of the London *Daily Telegraph.*

Yet it leaves proud if unsightly scars on the faces of many University men in Germany, he reminds us, and that is why projected legislation against student duelings won sympathy in some quarters. But in the view of the German Surgical Association, *mensur*, as the practise is called, is the least dangerous of sports, and this correspondent goes on:

> "It should be understood that the combatants in the *mensur* are protected in all their vital and essential parts by goggles, gauntlets of chain mail, broad leather pads, and mattress-like quilted wrappings.
>
> "They face one another in fixt positions, from which they are not permitted to budge, and, as a rule, the arms must be kept extended, and only the wrists may be used in the manipulation of the saber.
>
> "The cheeks and chin are practically the only portions of the body which are both unprotected and within reach of the adversary's weapon. They suffer accordingly.
>
> "In a case in which the *mensur* had fatal results, the Supreme Court treated it as dueling, and consequently as punishable.
>
> "This decision does not seem to have affected its vogue, and efforts are now being made to have it specifically penalized by the New Criminal Code before the Reichstag committee."

But the manifesto of the surgeons declares, we are further advised by this correspondent, that the sabers with which these contests are fought are not "lethal weapons," if the prescribed precautions are taken. Moreover, the surgeons assert that the *mensur* is to be regarded not as a "duel" but as "a fighting game" or "a fighting sport."

As reported by this Berlin correspondent, the declaration of the surgeons claims also that—

> "The injuries inflicted by the saber, it is said, are much less dangerous than those resulting from the fist in boxing, 'as is clearly shown by a comparison of the numbers of fatalities and permanent injuries in the two fighting games.'
>
> "Moreover, the fatalities of the *mensur* are almost invariably indirect consequences, caused by blood-poisoning or secondary hemorrhage, whereas deaths in the boxing-ring are caused directly by fractures of the skull or shock.
>
> "Indeed, the surgeons go further than this and maintain that mountaineering, swimming, riding, and football 'are undoubtedly all much more dangerous than the *mensur*.'"

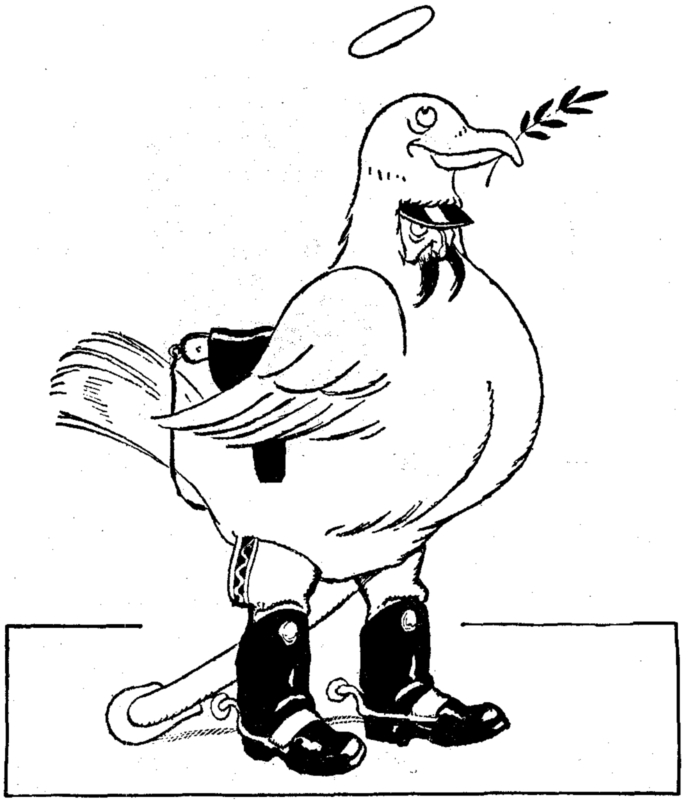
## FRANCE'S IMPORTED MAN-POWER

RELIEF FOR UNEMPLOYMENT in Austria and in Hungary is being found in a surprizing manner.

Not merchandise but men are to be imported into France from these two countries, which were opposed to France during the World War.

So it has come to pass, say Vienna press dispatches, that the toilers who once were mutual foes are to become workers side by side in the "pleasant land of France."

But, it is pointed out that this army of 23,000 workers, 15,000 of whom are Austrians, are allowed to leave their respective countries only under well-defined and rigid stipulations.



THE POLISH DOVE OF PEACE
—*Izviestia* (Moscow).

The stipulations of both the Central European States are recorded as follows in the London *Sunday Times* by its Vienna correspondent:

> "A guaranty that they will not be employed on the construction of defenses against Germany is to be made a condition by the Austrian Government of the employment of 15,000 Austrian workers in France.
>
> "The Austrian emigration office is just concluding negotiations with the French Central Labor Exchange for the employment of this number of Austrians on road-construction and house-building.
>
> "Austria welcomes the projected arrangement as a step toward coping with the serious unemployment problem in the country.
>
> "When the arrangements are completed, the first body of seven or eight thousand Austrian workmen will leave for France. They will be followed by two further contingents.
>
> "Wages will be between 32 and 35 francs a day, and the men (who must all be unmarried) will be housed in transportable huts.
>
> "Negotiations are also about to be completed for the transport of eight thousand unmarried Hungarian workmen for employment under similar conditions.
>
> "In their case the Hungarian Government has made the stipulation that they shall not be employed in constructing fortresses which could be used for the defense of France against Hungary's ally, Italy.
>
> "The stipulations of both the Central European States, however, leave France free to employ the Austrians on defense works directed against Italy, and the Hungarians on similar works directed against Germany."

# SCIENCE ▾ AND ▾ INVENTION

## BUYING AND WEARING SHOES

TO KEEP THE FEET COMFORTABLE, one must first buy the proper shoes and then wear and treat them properly.

In an article contributed to *Practical Home Economics* (New York), Iva L. Sell, of the University of Minnesota, tells us how we may do both. Lack of information, she says, is often the cause of poor footwear; and she proceeds to remedy this lack. She writes:

"The foot may be considered a fine example of specialized architecture with three definite functions. The foot has a passive function as a pedestal; it is an effective means of propulsion through its service as a lever; it also provides a spontaneous shock absorber. Unless the foot is healthy, it can not serve these three functions.

"Some causes of weak feet are ill fitting shoes, weakness after general ill health, injuries, obesity, and malnutrition.

"Pain in the feet may be considered a good warning sign. Pain in the calf of the leg may result from strain on the origin of the muscles; pain in the heel may be due to jarring.

"As symptoms of pain increase, the gait becomes slouchy, because the calf muscles are weakened. Weak, tired feet may be cold and numb because of impaired circulation. Weak feet often perspire freely, tire readily, swell and ache, and the ankles turn often. Associated with all of these difficulties are awkwardness, and often a general disturbance such as flat chest, round shoulders and curvature of the spine. Nervous irritability can often be traced to the foot as its source.

"The four causes of foot discomfort most frequently mentioned are: low resistance, the energy expenditure being greater than the intake; faulty posture; diseases such as tuberculosis and rheumatism; and faulty shoeing—with which we are especially concerned in this article.

"Choose for the foot rather than for the eye. Shoes are too often constructed with the idea of creating beauty rather than support, flexibility and resilience.

"There is a growing demand for good shoes. During the war, men, for the first time, appreciated the comfort of a shoe constructed to conform to the weight-bearing lines of a normal foot. Most of these men now demand such a working shoe for civilian life. Women, likewise, have learned the pleasure derived from tennis and golfing shoes.

"Fitting only the length is not fitting the foot. The best-fitting shoe is the one that is modeled upon the natural lines of the foot, fitting snugly without tightness, and allowing free circulation in the foot and constant exercise of the arch muscles. The functions of a foot can not be met with a straight-last shoe, because the foot is narrow at the heel and gets wider at the toe. The shoe should be a combination-last shoe with a flexible arch-shank and ample toe room. The inner border should be straight, while the outside line is a modified swing; the forepart of the shoe should be sufficiently rounded so as not to crowd the toes; the shank of the shoe (the narrow part of the sole that flares in) should be narrow to conform to the arch of the foot.

"The semi-round or medium box-toe shoe is best. An extra long counter, as the stiff portion of the shoe is called, extending almost to the great toe joint also helps to adjust the shoe tightly around the instep.

"The arch of a model shoe is built in of a flexible and resilient steel, cushioned against rubber. The inner arch is higher than the outside—conforming to the anatomic line of the foot.

"Another good feature is the extension sole, which flares out beyond the usual amount on the outer side.

"The ideal heel is the broad rubber over leather type. With high heels the body is thrown forward into an abnormal position; this unnatural strain curves the spine and throws the abdominal muscles out of position. Backache may result, and internal organs are forced out of alinement. Misuse of high heels may cause 'broken arches.' One who has worn high heels regularly should change gradually. A sudden change may add to the discomfort, and may also be hard on the abdominal muscles. 'Work shoes for work; play shoes for play; and dress shoes for dress.' Following this adage means you can not wear out old party shoes for every day.

"The correct shoe:

"1. Has a straight inner line.
"2. Has plenty of room for the toes.
"3. Has a broad, low heel.
"4. Has a flexible shank.
"5. Has a low cut, allowing free circulation and use of the foot muscles.
"6. Fits the instep and heel snugly so that the foot can stay back naturally.
"7. Has comfortable heels and soles.
"8. Never needs to be 'broken in.'
"9. Is appropriate to the occasion.
"10. Is not of the bizarre or the ultra-fashion trends."

Directions for buying correct shoes are as follows, according to Miss Sell:

"1. Buy shoes to fit—not by size.

"2. Buy at a shop where they fit you conscientiously.

"3. Take plenty of time in buying shoes; try on both of a pair. Stand with your weight on one foot and then the other Remember that a foot bearing weight is a size larger than when at rest. Remember also that in walking, the foot presses forward.

"4. Stick to the make that has been found correct in design, serviceable, and comfortable in fit.

"5. Remember that a shoe may spread in wearing, but it will never grow longer.

"Having found the correct shoe it needs to be taken care of in order that it may give its best service. Some points which seem fitting are listed:

"1. Shoes should be aired overnight.

"2. Shoe-trees help to preserve the shape of the shoes when they are off.

"3. Shoes should be kept in good and prompt repair. Run-down shoes are unsightly. Heels should be kept squared up.

"4. A rational use of oil and grease is a good way of making shoes wear longer.

"5. Wear two pairs on alternate days to air the leather. Perspiration is injurious to leather.

"6. Shoes having become wet should dry slowly. Much heat makes the leather dry and causes it to crack. Wet leather stretches out of shape readily and stitches cut through easily.

"7. Rubbers are cheaper than both shoes and doctors' bills."

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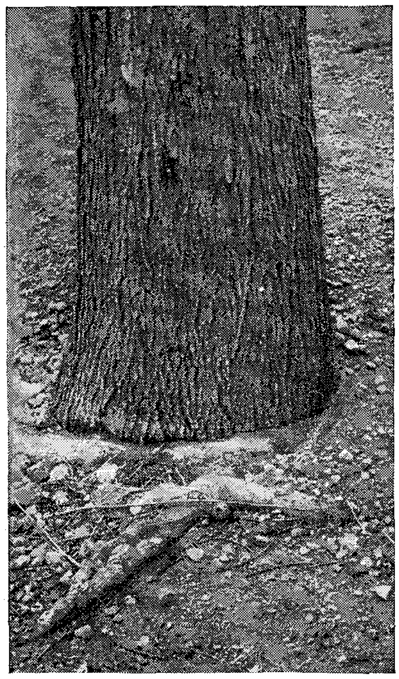
**SCIENTIFIC DISHWASHING**—If you clear away the dishes for an average American family and do the job in the customary American manner, you spend just 38 minutes and 8 seconds a day at the task, and the number of motions is precisely 1,954. This information, preliminary to bettering the American speed record, has been ascertained by Mary K Heiner and N. M. Venner, of the University of Chicago. Says Science Service's *Daily Science News Bulletin* (Washington):

"By applying office efficiency to the dining-room and kitchen, you can cut the daily dishwashing schedule to 22 minutes and 58 seconds flat, these investigators state in reporting their work in *The Journal of Home Economics*. Saving in energy amounts to almost 950 motions. Present standard methods of American dishwashing include scraping and stacking the dishes at the table, washing the dishes by hand after each meal, and drying them by hand with a towel. To reduce to a minimum the time and energy spent on dishwashing, a housekeeper must be willing to break with traditional methods, the investigators emphasize Dishes for three meals must be washed at one time, probably after breakfast. The dishes are allowed to dry in the air instead of being wiped with a towel. Dishes waiting to be washed are left stacked on the sink table until washing time, thereby saving 3 minutes and 22 seconds otherwise spent in hiding them in the oven."

## HOW TREES COMMIT SUICIDE

TREES OFTEN STRANGLE THEMSELVES with their own roots. Fortunately, this takes time, and if it is detected, the offending parts may be cut away, saving the tree's life.

Tree suicide, little known and often overlooked, is described in *Tree Talk* (Stamford, Conn.), by F. A. Bartlett, who writes:



Courtesy of Bartlett Tree Research Laboratories

A NORWAY MAPLE STRANGLED BY A GIRDLING ROOT

"The practise of *hari-kiri*, or committing suicide, is far more common among trees than is generally recognized.

"Many a fine specimen of maple, pine, oak, or elm has taken its life of its own accord. It has not been killed by foreign agents, such as insects, disease, wind, lightning, starvation, or unfavorable soil, but by the pernicious habit of winding its roots about its stem, usually just below the surface of the ground, and gradually, but surely, strangling its own life-blood and cutting away its circulation.

"There seems to be a greater tendency on the part of certain varieties of trees to resort to self-destruction than in others. The swamp maple is particularly prone to such means, tho the practise is in no way confined to this variety, and may occur, and often does, in nearly all species, including the forest and orchard trees.

"Norway maples, and particularly transplanted ones, are more apt to injure themselves than trees growing in their natural state. A perfectly normal tree has a well-rounded trunk with buttressed roots running radially in all directions. As the tree grows older the buttresses become more and more pronounced. The yearly growth of annular cells is much greater on the buttresses than the annular cells between the buttresses of great roots. Let us suppose that in the early life of a tree one of the large roots, instead of growing radially from the tree, follows along the outer bark, sometimes to one-half or two-thirds of its circumference, just below the surface, and yearly increases in size. The diameter of the tree increases yearly as well, and the time will come when the pressure of the root against the trunk becomes so great that the flow of sap is restricted, and the trunk and root both become deprest. This depression is more pronounced on the trunk than on the root. Year after year this pressure becomes greater and greater, and the depression deeper and deeper, until the flow of sap is gradually reduced and cut off. As there is no growth above the girdling root, this area becomes inactive, and finally dies. Insects soon find entrance, followed by wood-destroying fungi, and the once-beautiful tree gradually enters into a period of decay.

"The writer has observed an avenue of Norway maple-trees nearly one-half mile in length, the trees averaging eighteen inches in diameter, with more than one-half the trees in various stages of root-strangulation, some already dead, some dying, and many weakened by self-infliction.

"Fortunately for the tree that is suffering, and when the period of self-infliction has not reached the stage of actual decay, there is a remedy, and that remedy is to cut away the offending member. Sometimes severing the root will relieve the pressure, but it is often necessary to chisel away, chip by chip, the girdling member, which may be deeply imbedded in the trunk, taking care not to break through the bark of the tree. Careful work often saves the tree. Indication of root-girdling, or self-strangulation, is apparent by the dull appearance of the bark of the tree on the girdled side, the absence of large roots or buttresses, and a general deprest area at the surface and along the trunk.

"In the case of the swamp maples, the girdling may completely surround the tree, but such is not always true.

"The writer recalls a huge pine-tree, in Westchester County, New York, which lacked vigor for many years. On the surface, there seemed to be no reason for its deterioration, and the bark did not seem unduly deprest. However, there was indication of restricted flow of sap. On digging away at the ground adjoining the tree a girdling root was discovered. This root was cut away. When the work was completed there remained a pine-tree 100 feet high and six feet in diameter, and just below the surface a constricted area four inches in depth running more than half-way around the trunk and deep enough to place an arm in it without coming to the outer diameter of the tree. This tree will now recover.

"Under certain conditions, particularly in a very vigorous tree, the attempt of self-destruction is frustrated by the irritation or stimulation of growth which brings together the living cells of the trunk and root, in which case a graft occurs and a new line of sap is formed. In such a case the injury may be slight and the tree again outgrows its injury.

"In the transplanting of small trees care should be exercised that roots are spread radially from the tree and not twisted into a small hole, for whoever does so is aiding and abetting the tree to self-destruction or suicide in later years."

## WHAT THE FRUIT-FLY COST FLORIDA

THE FRUIT-FLY IS NO MORE, but with it has disappeared much cash from the fruit-growers' pockets. Statements to the effect that the growers whose crops were destroyed as an incident of the fight have been reimbursed by the Government are denied by the Florida papers.

Says the Orlando *Morning Sentinel* in a leading editorial:

"Would it were so that the Government had paid Florida growers for the fruit destroyed! Then indeed would be smiles. And there would be more smiles if payment were made for damage done to the trees. Alas! There isn't a smidgeon of truth in it. Not one grower has gotten even so much as one cent for all the uninfested fruit that was dumped into the ground and buried, or for the infested fruit either.

"Florida growers, with wry faces, have charged the losses off to profit and loss months ago.

"Senator Duncan U. Fletcher did his best to get through a compensation measure, as did other Floridians in Congress. But where are the snows of yesteryear?

"This is a condition which Floridians will not soon forget. *The Sentinel* was the first paper in Florida to come out for compensation for Florida growers for fruit destroyed on a box basis. It stood for compensation for losses for every one. This paper believed that was simple justice. It still believes that way.

"We could say a lot which Florida growers are thinking. But we refrain.

"The Government has NOT paid for the fruit destroyed. If the source of Florida's happiness were compensation for damages done, all the harps would be hanging on willow-trees, and there would be weeping and wailing and gnashing of teeth."

**NEW BRITISH SUBMARINE ESCAPE**—Escape from a disabled and sunken submarine will be easy in future, it is claimed, owing to a recent device adopted by the British Navy.

This "escape dress," the invention of R. H. Davis, is described in *Nature* (London), by Prof. Leonard Hill, as follows:

"The escape dresses have been successfully used at a depth of 130 feet at Loch Long, and have since been adopted by the British Admiralty.

"Every man in the submarine service will have to have one, just as the soldier has his gas-mask. In case of accidental sinking of a submarine, each man will at once put on the dress and partly fill the breathing-bag from the small oxygen cylinder, which is fixt below the bag, and then breathe in and out of the bag through a cartridge of soda lime, which is put inside to absorb the exhaled carbon dioxid.

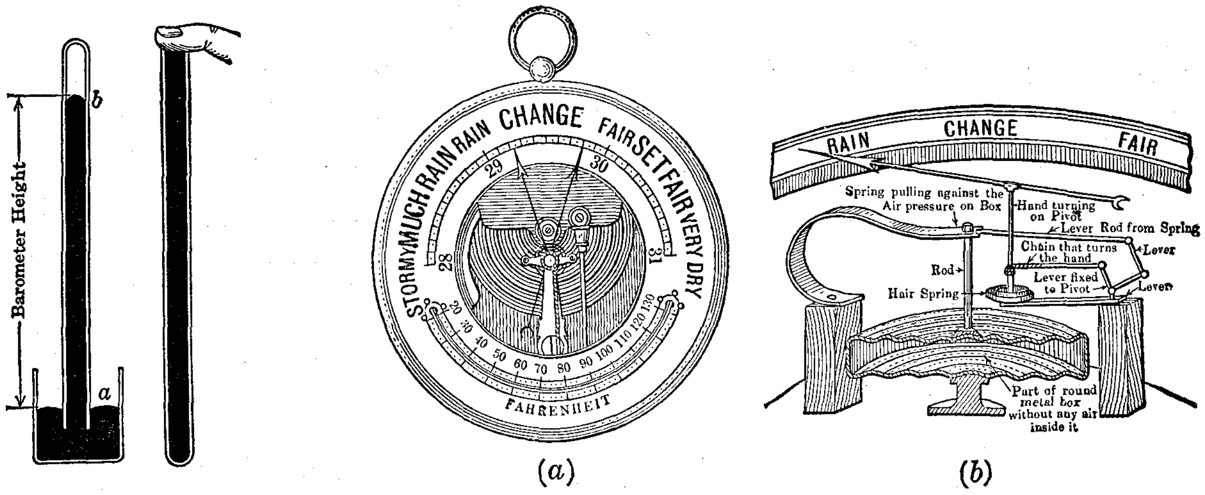
"Then the submarine will be flooded so as to equalize the air and the water pressure, and allow a hatch to be opened through which the men will float up one by one and reach the surface; the breathing-bag, acting as a balloon, will take them there."

# HOW COMMON THINGS WORK—XVII

## THE BAROMETER

BAROMETERS USED TO BE AS COMMON in the household as thermometers or clocks. These instruments, which measure the pressure of the atmosphere, indicate the approach of a storm by registering a fall in this pressure, which is always lowest at a storm-center. To-day, when the approach of a storm is forecast by the Weather Bureau, local warnings are not so necessary, yet barometers are still to be found in many houses.

They are of two kinds: the mercury barometer and the aneroid.



(*a*) (*b*)

Reprinted by permission from "Household Physics," by W. G. Whitman. Published by John Wiley & Sons, Inc.

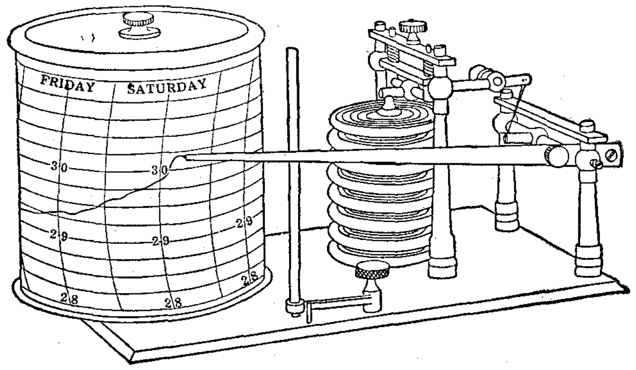
HOW THE TWO KINDS OF BAROMETER WORK

The first diagram shows the principle of the mercury barometer. The other two explain the aneroid. Diagram (*a*) shows the dial, and (*b*) is a cross section showing how the motion of the sides of the box causes the pointer to move.

They are thus described by Walter G. Whitman in his "Household Physics" (John Wiley & Sons, New York):

"Since air has weight, it exerts pressure.

"The pressure of air is measured by finding how tall a column of mercury it will support. At sea-level, the atmosphere will hold a column of mercury about 30 inches high, and exerts a pressure of approximately fifteen pounds per square inch. The pressure of the air can be measured accurately by means of an instrument called a barometer. Barometer readings are of great value to the Weather Bureau in preparing its weather forecasts.



From Black and Davis's "New Practical Physics," the Macmillan Company, New York

THE BAROGRAPH, OR SELF-RECORDING BAROMETER

"Fill a glass tube, about 35 inches long and closed at one end, nearly full of mercury. Cover the open end of the tube with the finger. Invert the tube and allow the large bubble of air to pass through the mercury to the opposite end of the tube. Slowly invert the tube again and let the air come back, gathering with it all the small air bubbles that were enclosed with the mercury. Fill the tube full of mercury. Close the open end with the finger, being careful that no air is left between the finger and the mercury; place the end under the surface of mercury in a small vessel, and remove the finger. When the tube is vertical, the mercury will fall until its downward pressure is just balanced by the pressure of a column of air on the surface of the mercury in the vessel. When all the air is removed from the mercury in a barometer-tube by heating to a high temperature, very accurate measurements of air-pressure can be made. There is always a vacuum in the tube at the top of the mercury column. A scale running from 28 inches to 32 inches above the mercury level in the reservoir makes it possible to observe the variations in the pressure of the atmosphere from day to day. At any given place the pressure of the atmosphere may vary by a little more than one inch of mercury.

"The mercurial barometer is the standard weather instrument; but for many purposes, as in making a continuous record of the atmospheric pressure, in measuring heights of mountains, in getting data for contour maps, and in registering the elevation of an airplane, a lighter and more compact instrument is better. The aneroid barometer accomplishes the same purposes as the mercurial barometer, but it works on a somewhat different principle. The essential part is a thin metal box, with corrugated sides, from which the air has been partly removed. This leaves less air-pressure inside than outside the box, and as a result, the sides are forced inward. An increase in atmospheric pressure causes them to move still further inward, but upon a decrease in pressure, the sides spring out. The actual amount of movement of the sides of the box is very slight, but by means of a series of levers the indicating pointer moves over a relatively larger space on the scale which indicates the pressure. The scale must be graduated by comparison with a mercurial barometer."

Some of the uses of the barometer are thus described in Black and Davis's "New Practical Physics" (the Macmillan Company, New York):

"The barometer indicates changes in atmospheric pressure. These changes may be due to fluctuations in the atmosphere itself or to changes in the elevation of the observer.

"If a barometer, kept always at the same elevation, is frequently observed, or if it makes a continuous record as does a barograph, it is found to fluctuate according to the weather. A 'falling barometer'—that is, a sudden decrease in atmospheric pressure—precedes a storm; and a 'rising barometer'—that is, an increasing atmospheric pressure—indicates the approach of fair weather; while a steady 'high barometer' means settled fair weather.

"Another important use of the barometer is to measure the difference in altitude between two places. If a surveyor or explorer carries a barometer up a mountain, he notices that it indicates a decrease in atmospheric pressure as he ascends. For places not far above sea-level, this decrease is about 1 millimeter for every 11 meters of elevation, or 0.1 of an inch for every 90 feet of ascent. Altimeters, which are aneroid barometers graduated in feet or meters, are carried by balloonists and aviators to tell them what altitude they have reached."

# LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

## "OUR VERITABLE OLD MASTERS"

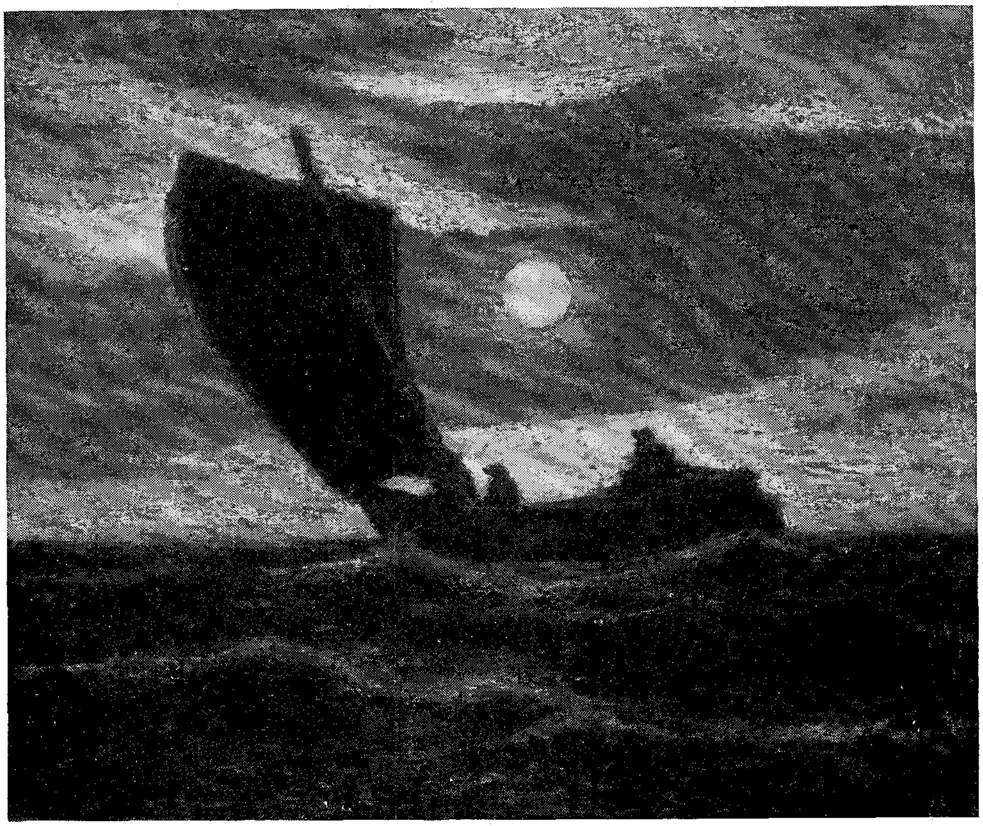
AFTER THE ORGY OF MODERN ART, particularly French, shown in the galleries the past season, come three men of "the golden age."

They are the Americans, Winslow Homer, Albert Ryder, and Thomas Eakins.

The Museum of Modern Art sponsors them, and puts them forth as moderns of the first period, pioneers, in a sense, of the modern spirit.

All three had "what Matthew Arnold loved to call 'high seriousness,'" says Royal Cortissoz of the New York *Herald Tribune*, whose attitude toward "modernistic demonstrations" may be gaged by the following generalization upon this exhibition:

"It rebukes the superficiality, the freakish egotism and the careless workmanship now so prevalent, thanks to a naive emulation of French fashion. Homer, Ryder and Eakins were nothing if not sincere devotees of the integrity of art. Imagine any of them indulging in the hasty overproduction stimulated among the latter-day Parisian fraternity by annual subsidies from the dealers! Our three Americans painted solely when they had something to say, and there is a kind of grave dignity about what they did. One of them, Ryder, was a poet. The others were realists. But they all recall us to a noble idealism."



Pictures by courtesy of Museum of Modern Art

"TOILERS OF THE SEA," BY ALBERT RYDER

"The John Keats of American painting."

Taking the three together, Mr. Cortissoz uses them, seemingly, to affirm his own artistic creed:

"Eakins, Ryder, Homer, all three reaffirm the sanctity of art as a high-erected vocation, dealing with tangible verities or with impalpable visions in terms of thought and honest workmanship."

Has any of our artists, he asks, "kindled more sensitively to the interest in American life than Homer kindled?"

"It is delightful in these days of shallow trifling with 'the abstract' to be made richly aware of his solicitude for a merely human subject. Look at the early 'Bright Side,' at the later 'Herring Net,' and at such pictures as succeeded them as 'The Wreck,' or 'Kissing the Moon,' or even the 'West Wind,' with its solitary figure. He does not need to 'tell the story' in order to make us feel that his world is peopled by recognizable, interesting souls. We recall the old saying about the two French dramatists, one of whom impress by saying fine things while the characters of the others impress without saying anything. Homer's mariners and fisherfolk belong in this latter category. They do not require to be caught in the meshes of tragedy—tho sometimes they are—to stir the beholder's imagination. It is enough that they are realized upon the canvas with an authentic poignancy."

Ryder is spoken of as "a painter's painter":

"Like Monticelli, only in a suaver mood, with a more delicate touch, he could occasionally work a miracle in color. Consider the mellow tawny tone in the beautiful 'Mending the Harness,' a humdrum subject turned positively lyrical, or the kindred exquisiteness in the enchanting 'Diana.' But color, in Ryder's hands, is not manipulated for its own sake. It is transmuted into something finer, something more recondite, than a technician's vehicle. With his unconventional design and his somewhat naive definition of form, his color serves a purely imaginative purpose.

"Ryder dreams dreams and gives them a mystical, insubstantial life upon the canvas. He has force, also. Nothing could have greater solemnity than his 'Resurrection.' Nothing could more piercingly impose itself upon our comprehension than his 'Temple of the Mind.' But both pictures have the quietly thrilling note of distant organ music, and so it is with all of the things in this exhibition, the sea-pieces with their ghostly skies, the shadowy coast scenes, the landscapes that seem fugitively glimpsed in some pastoral No Man's Land.

"Figures out of legend animate some of these scenes, but they are, comparatively speaking, negligible. All that counts is Ryder's mood, Ryder's magic, Ryder's creative art.

"Ryder is the John Keats of American painting."

If Homer is the dramatist of this exhibition and Ryder the poet, Eakins is what might be called the resolute "prosateur." So Mr. Cortissoz sums them up again, and goes on to speak of the latter:

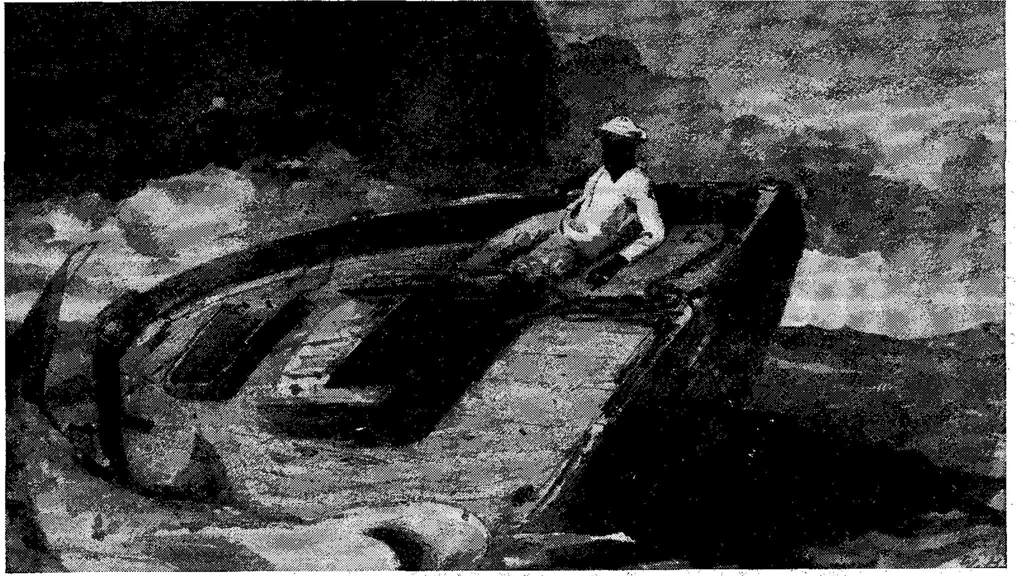
"In the main Eakins was too enamored of the things he could see, and touch, and handle, to be subtle.

"There is an austere fidelity to the fact in the art of Eakins. He knows the psychology of a sitter, and, to be sure, no one in American portraiture could beat him in characterization; but what especially distinguishes him is his authoritative treatment of form as such, his fairly masterful draughtsmanship. How he could construct a head may be seen in the splendid 'Arthur B. Frost.' What he could do in the modeling of an arm is perceptible in 'The Concert Singer.' His grasp upon the whole figure is revealed not only in one or two brilliant drawings from the nude, but in painting after painting, like the 'John Biglen in a Single Scull' or the 'Professor Leslie W. Miller,' or the boys in 'The Swimming Hole,' or the model in the 'William Rush Carving the Allegorical Figure of the Schuylkill River.' All through the exhibition one is aware of the wise anatomist in him and the finished workman. More, even, than Homer, he concentrates attention upon his craft.

"It is a craft of unmistakable power and, moreover, of a certain elevated rectitude. Impossible not to respect Eakins and to be moved by his sincere, direct mode of attack, the intensity of his search after the truth in human life. Impossible also to ignore the fact that that austerity of his left him, as we have said, the painter of pure prose.

"That was Eakins's handicap, and it accounts for the comparative obscurity in which he passed a life lived, as a matter of fact, upon an exalted plane. Never was there an artist more dedicated than this ardent painter, but his dedication, his ardor, did not quite carry him into the rarefied atmosphere of beauty.

"It was not that he failed to 'please' the public. It was that he had everything to touch that public save the fire, the inspiration of genius. If it had been given to him not merely to see accurately, but to see beautifully, he would have made an immeasurably deeper impression."



"THE GULF STREAM," BY WINSLOW HOMER

"The dramatist of the American 'Old Masters.'"

Henry McBride, of the *Sun*, who might be called the patron saint of the moderns, defends the museum against the charge of going outside their province in this show:

"It seems there has been some confusion in the minds of certain elderly collectors as to the propriety of exhibiting these works of art in this museum. That is what has been causing the postponements. The new museum is under the direction of a group of young people who have shown themselves receptive to the newer ideas, and this proves, it is argued, that they are totally unfit to pass upon the older ideas.

"This is a rather droll situation, to say the least. Personally, I have the greatest respect in the world for the opinions of old people, but there are occasions when even the very old people can learn from the young people, and this, I suspect, is one of them.

"In the hope of calming the troubled waters, I venture to suggest to the old people that the young people in arranging this exhibition meant no harm.

"They are not up to tricks, I am sure. They intend no pranks upon the work of Eakins, Homer, and Ryder. They sincerely like them. They think them our veritable old masters. They think they relate wonderfully to the mental life of the period in which they flourished, and in fact, embody it for us.

"An incongruity? Don't be so foolish, old people! Don't be like those Bostonians of a former epoch who went down to their graves convinced that Abe Lincoln was not a great man just because they had not believed in him in the first place."

## THE PLAYWRIGHT TALKS BACK

THE THEATER SEASON LANGUISHES, and the critic takes a rest.

Viewed as a headsman, he may count over the heads he has made fall into the basket.

But, of course, he doesn't so regard himself. He probably thinks he stands as the protector of the public against incapacity, vulgarity, and other dramatic ills.

What a playwright thinks of him may be deduced from ten points of advice offered by André Charmel, the French dramatist, in *L'Ami du Peuple* (Paris), translated by *The Curtain* (London):

"1. Do not consider a new author as a beginner. If he is making his début before you, you are likewise making a début before him.

"2. Do not expect the author to show the same qualities you think you possess, and do not mind his having qualities you miss; but do not let him entrap you by having the same faults.

"3. Do not try to imagine how you would have treated the subject. A dream can not be compared with a production.

"4. Do not dogmatize—he should have had such and such ideas. Maybe he had them, and was right in discarding them.

"5. Beware of the first impression. Your enthusiasm might come from your own weakness; the author's strength might very well cause your aversion.

"6. Neglect the audience to look at the stage and examine the play.

"7. Do not form an opinion during the first intermission. Do not lend an ear to other people's judgments.

"8. If you leave before the last act, do not think it necessary to review or abuse it.

"9. In your criticism, do not regret having been captivated, and do not take revenge upon the author.

"10. When you condemn a play, do it without irony as well as without pity; respect your victim."

**THE COVER**—Some States have their poet laureate; Colorado seems to have an uncrowned laureate painter, for C. Waldo Love, who painted the "Sunrise on Pike's Peak," is ranked as "one of the few artists who have succeeded in putting on canvas the sparkle of the sunshine in the rarefied, dry air of Colorado." Here is what we know of him:

"After a Colorado boyhood, Mr. Love first studied art in Denver under Henry Read. He took up illustration, and went East, studying painting at the New York Art Students League, and at several academies in Paris. For some years he devoted his time to illustration work in black and white and all-color mediums. He also painted Long Island landscapes, being interested in the various greens and in the character of the walnuts and oaks.

"He now lives in Denver, and works at the painting problems produced by the distinctive quality of Colorado sunshine. Cyrus Boutwell of Denver, recognized authority on Western art, says Mr. Love 'stands among the leaders of all the artists who have worked in Colorado.'

"The sketch for 'Sunrise on Pike's Peak' was made one autumn several years ago, on a Manitou hillside. He worked on it five successive mornings at dawn, finding the same colors each day."

## AMERICA IN FRENCH EYES

"NEW YORK OR MOSCOW," says the hero of a French novel by Drieu la Rochelle.

Meaning you must take the track marked out by one or the other.

"'New York *and* Moscow' is the reply of Moscow," says André Maurois in *Les Nouvelles Littéraires* (Paris), who tells us that "the better part of the Europeans to-day are watching the civilization of the United States with a passionate curiosity." For proof of this he tells you to—

"Look at the tables in a Parisian library and you may be sure to find that wonderful book of André Siegfried, and the 'Standards' of Dubreuil. Next to them, throughout the past few months, were placed 'New York,' by Morand; 'American Figures,' by Levinson; 'American Literature,' by Regis Michaud; and Cestre's 'The United States.' Then, too, translations of American books: 'Babbitt,' by Sinclair Lewis; 'The New Discovery of America,' by Waldo Frank; the stories of Ernest Hemingway, and 'Manhattan Transfer,' by John Dos Passos.

"The geography of books is the same in Constantinople, Rome, and Berlin. London, which was hostile for a long time, now has many American plays appearing at its theaters. Newspapers have said to their readers: 'Look for rules of life on the other side of the Atlantic.' And even the Russia of the Soviet, demands of America, if not laws, then at least a method."

THE BIGLEN BROTHERS TURNING THE STAKE BOAT, 1873
By Thomas Eakins, called the "Prosateur of Painters."

There are many reasons for this attraction, says M. Maurois:

"The war has made of America a closer reality for us, has linked it more directly to our European life. Above all else, post-war Europe is far from being stabilized and harmonious, and it demands of other continents a different sort of civilization. The same was true of the French of the eighteenth century, who, tired of absolute power, admired the Constitution of England. Two thousand years earlier, the same was true of the unhappy plebeians of Rome, who turned to the Jewish mystics for a new confession of faith.

"During the years from 1920 to 1930, among the European masses a myth concerning the United States was formed which was opposed to the Russian myth. For some the word 'America' signified a sign of material prosperity, and for others, a new and picturesque apparition. Finally, and despite appearances, the most important thing is that America now has a literature of its own.

"As Mr. Levinson says, 'We are now witnessing the emancipation of the American novel. It ceases to be a species of English fiction. A tale such as "Babbitt" is American not only because of its subject but also because of its language. . . . An Edgar Poe and a Hawthorne are great writers of the English language.'

"A Sinclair Lewis, a Hemingway are pure Americans. For, reality does not exist (or it is at least non-transferable) unless it is re-created by artists. The new American writers have made possible for us the real discovery of America."

In studying them, what do we find? To M. Maurois we must needs distinguish two periods.

"The critical period: Waldo Frank ably sums it up in a note to his 'Discovery of America.' Read that note, for it is impossible to indicate, in a short article, the various nuances. It was the time when every good American wished to read variations on the negative side of American civilization.

"Mencken, the great essayist, achieved fame in using a satire upon American life, which was often very amusing. His 'Prejudices' have been translated into French. It is he who publishes, each year, brief quotations from American newspapers, 'the blue book of barbarian civilization.'

"Sinclair Lewis is the author who is marvelously informed about the middle-class American life. If you wish to understand this, read 'Babbitt,' a book both amusing and terrible. Terrible, for it is true that millions of people lead such a life void of all life. 'In America,' Morand says in his preface, 'Babbitt is now written babbitt. The capital B indicates academic consecration, the small b, in short, is glory. One speaks of a babbitt habit, a babbitt era.' Nothing is more true. America recognized itself in *Babbitt*, it demurred, but it also admired.

"All of this satirical and critical literature is written to please those Europeans who, by instinct, are hostile to America It is curious to observe that these Europeans belong to two opposed camps.

"The one does not like America, because they are traditionalists and fear that they will see the ancient values to which they are attached perish because of American influence. The others, on the contrary, are afraid because they have constructed their political doctrines on the difference of the classes, and they are displeased to note (in America) a collaboration of the classes."

M. Maurois admonishes his readers to realize that the Americans themselves have encouraged their writers to adopt a critical attitude.

"For the past ten years fame, large editions and, at the same time, esteem on the part of the 'intelligentsia,' have been reserved for the negationists in America. 'Under such influences, the novel has become an official and complete list of American dislikes.' The genius of Sinclair Lewis is devoted to a masochistic flagellation of America's sore spots, at the same time rejoicing in American power. His magazine, *The American Mercury*, confers a sort of papal authority on Mencken."

The next is the period of reconstruction. But, we are told:

"It has hardly commenced.

"One would astonish many Europeans by telling them that at this moment, there are few countries in the world where the intellectual movement is as interesting as it is in the United States. Moralists and philosophers such as Walter Lippmann and Lewis Mumford take up big problems with a freshness of spirit which surprizes us. American humanism is a modern morality most interesting and most acceptable to non-religious persons. The curiosity of American students is lively, and the good taste of their ideas, evident."

# RELIGION AND SOCIAL SERVICE

## A NEW INVASION OF CARTHAGE

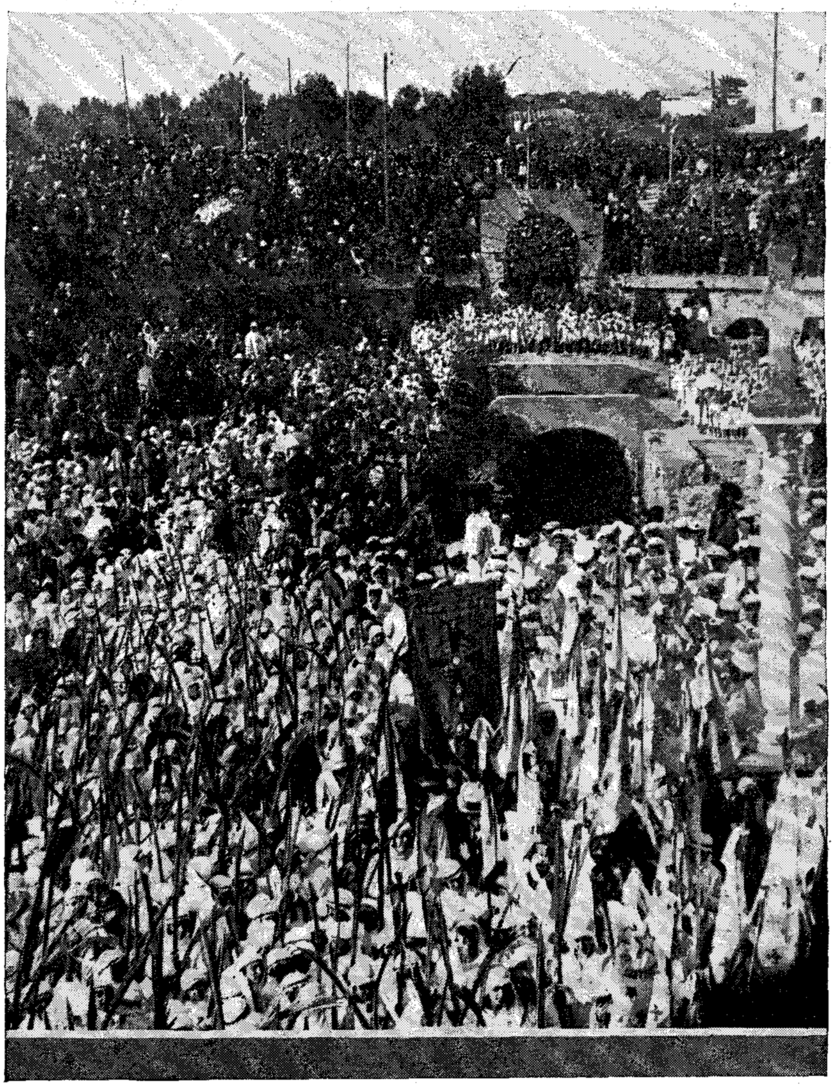
DESTROYED AT THE DEMAND of the relentless Cato, cursed by Scipio the Younger, and its site sown with salt; scene of nearly 400 martyrdoms and bloody burying-ground of millions killed in the three Punic Wars and later battles, Carthage is once again invaded by her ancient enemy, Rome.

But this time the invasion is under the banner of Christ, with 100,000 people bearing no insignia save that of the Cross and with 2,000 Child Crusaders come to pay tribute to the early martyrs of the ancient Church, and, perhaps, to shed a tear over the children once fed into the flaming maw of Moloch while their parents practised dark and bloody rites before Tanit, or Astarte.

Moloch and Astarte are no more. Carthage is itself to-day but a desolate village, a half-way point on an African road. Scipio himself might weep with Dido, fabled founder of the once great city, as the result of his devastating curse.

But for a few days at least the ancient capital and former mistress of the Mediterranean basked in the reflected glory of the Thirtieth Eucharistic Congress of the Roman Catholic Church.

And where men and women once danced before pagan gods and drowned the cries of their dying children with the sound of drums and cymbals, Christians, Moslems, and Jews flocked in from the near-by city of Tunis and the surrounding country, and joined the thousands of pilgrims for the pontifical mass, celebrated at the ruins of St. Cyprian's Church by Cardinal Lepicier, Papal Legate. Overhead, an Associated Press dispatch informs us, the African sun blazed down mercilessly as eight Cardinals and a score of other high Church dignitaries in robes of red and gold gathered in a stand beside the altar. The Resident General of Tunisia, M. Manceron, and other French officials sat in the stand, their court uniforms glittering with medals, making a brilliant picture. Below the stand hundreds of Bishops, clad in purple, were assembled, as well as thousands of priests from all nations.


P. & A. photograph

WHERE CHILDREN ONCE WERE FED TO MOLOCH

Child crusaders and pilgrims pay tribute to the early martyrs at the Thirtieth Eucharistic Congress of the Roman Catholic Church, held in Rome's ancient enemy, Carthage.

A choir of the White Fathers of Carthage, numbering 100 voices, sang the Gregorian chant, while the thousands of priests sang the responses. After the pronouncement of the Papal benediction, the choir sang the Congress song, which was taken up by thousands of voices, while the Papal Legate slowly led the brilliant procession away from the ruined church.

One of the most profoundly impressive events, the New York *Catholic News* tells us, was the Children's Crusade in memory of the early Christian martyrs. Two thousand boys and girls, wearing white tunics with red crosses and helmets that recalled those of the great crusaders of the Middle Ages, ranged themselves about the amphitheater, their arms filled with palms. And notes *The Catholic News:*

"There were many other memorable incidents of those few days, carrying the mind back farther than the days of Carthage and its martyrs to the very Pentecostal beginning of the Church, when every man heard the teaching of Christ in the tongue with which he was familiar.

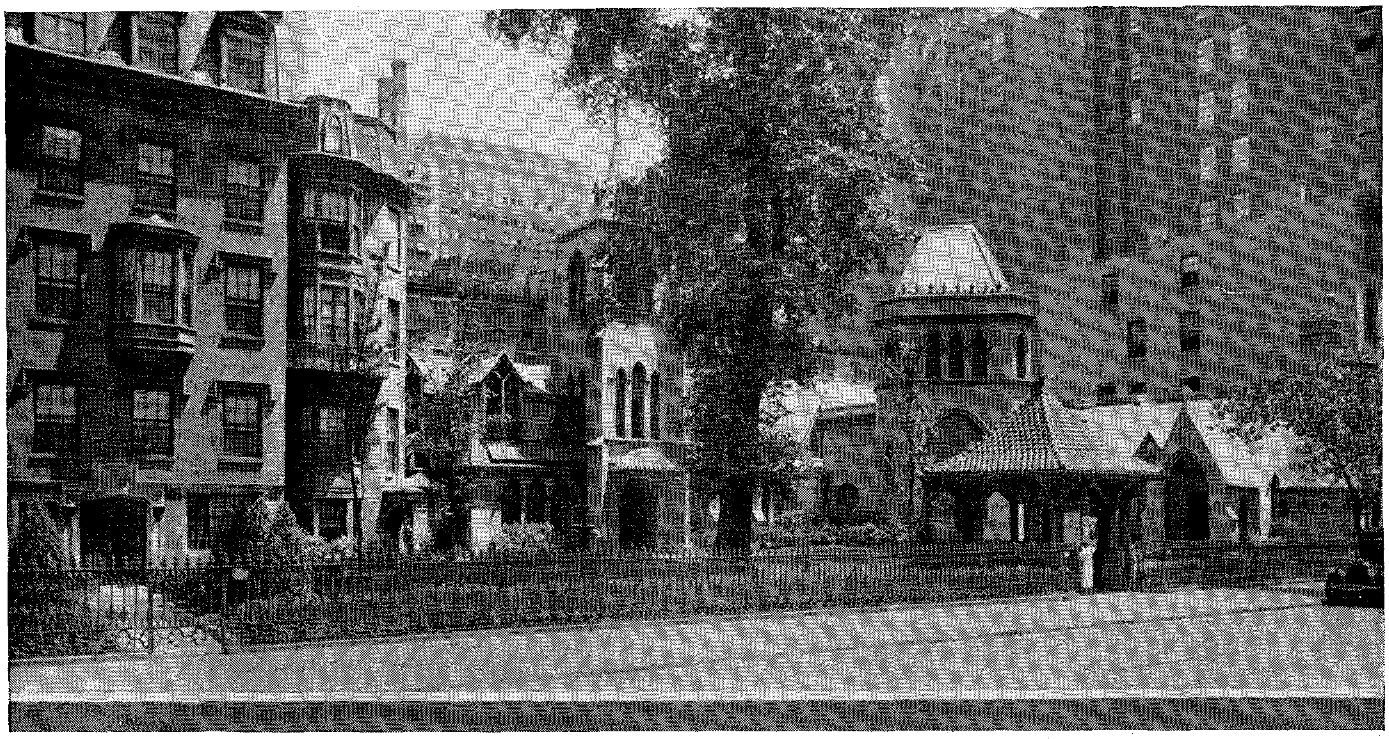
"National groups, gathered in different shrines and chapels at Tunis, heard sermons in their own vernacular, it is true, but these discourses were all an exposition of 'one faith and one doctrine.' Belief in and devotion to the mass and the Eucharistic Presence made this cosmopolitan assemblage one great family.

"Many voices from widely separated countries and tongues blended in the Latin liturgical chant and the familiar time-honored Eucharistic hymns."

All things earthly pass and change, observes the Cincinnati *Enquirer* in sonorous recollection, and—

"To-day Carthage consists of a few ancient walls and crumbling, ruined ancient pillars, and the anachronism of inadequate, sordid modernity.

"But above all the picturesque scene has floated the banner of the Cross; the sanction of a Christian communion was recognized where once rose paeans of Moloch and forgotten gods; where Allah's praise for long was heard as a dominant note, drowning out the very echo of the stately chantings and hymns



"THE LITTLE CHURCH AROUND THE CORNER," ALREADY JOSTLED BY HUGE BUILDINGS

of that Rome which knew all faiths, but which finally accepted that one which was proclaimed by the Prince of Peace.

"Warriors, conquerors, kings, queens, empires, peoples—the city that was Rome's worthy rival—all these have passed into the void of measured years.

"But the white cross waves still triumphant over an evolved humanity of tremendous achievement, over all lands of spiritual and intellectual and industrial importance and progress.

"Hence, to hold the latest Eucharistic Congress near the ruins of ancient St. Cyprian, on the site of a great pagan city's pride, power, and glory, not only was picturesque, rich in sentimental essence, but indicative as well of the enduring and all-conquering philosophy of One who in other days walked the shores of Galilee, while Tiberius chortled over the news and said: 'Heed Him not, for I am Lord of the World!'"

A word as to the Carthage of to-day. This is from the Kansas City *Star*, by one who signs himself simply "H. D.":

"It is a quiet place, this little village called Carthage, as it exists to-day.

"The electric cars from Tunis, bound for more important places, pause at Carthage only a few seconds. It is a minor stopping place on the suburban trolley line that connects French Moorish Tunis with Sidi Bou Said, a seaside resort for wealthy Tunisians.

"The traveler steps down. He sees a succession of pretty green fields slanting down to the edge of the water. Off to the left are two small placid lakes; beyond these, across the Gulf of Tunis, are the rugged mountain heights of Jabel Korbous.

"Turning about he sees a circular, moundlike hill, its sides dotted with white villas, a hotel or two, on its crest a church and a monastery, surrounded by a walled garden.

"Here was the ancient Byrsa—'with the exception of the acropolis of Athens and the capitol at Rome, the most famous hill on the face of the earth.' The two oddly shaped lakes down near the shore of the gulf, half a mile distant, become in the revealing light of history the ancient ports of Carthage, the sheltering-place for more than three centuries of the mightiest navy in existence—the navy which enabled proud Carthage to voice the boast that Romans must not wash their hands in the sea without her consent.

"Twenty-three hundred years have passed since Carthage flung forth that challenge to Rome. Twenty-three centuries bring change.

"Carthage, once a city of a million inhabitants, now is so small that in that harbor of former naval grandeur, a score of ships remained at anchor during the recent Eucharistic Congress of the Roman Catholic Church, in order to provide housing for the delegates and pilgrims."

## TO SAVE A HISTORIC CHURCH

MICHAEL THE VERGER went through his vernal ritual of watering the jonquils that dot the walk to the doors.

He looked up at the towering buildings bustling around the church, casting ominous shadows over the great English elm which graces the yard. Inside the lych-gate it was quiet, with the peace that goes with sacred places; there the roar of New York's traffic was subdued to the murmur of an evensong.

The rector came out, and he, too, looked up at those great buildings which might some day crowd his church off the street, shunt it to some other place, where it would be a different church, without the tradition that so long has hallowed it.

What would those who would come after him do, should commerce try to press closer? The thought worried him. He had received the torch from Dr. George Clarke Houghton, nephew and successor of Dr. George Hendric Houghton, who organized The Little Church Around the Corner in 1848, as the Church of the Transfiguration had been affectionately dubbed by Joseph Jefferson, when he was sent there to have said the last rites over a friend who had entered upon a greater stage.

All races have been represented before its altar. People have come there from everywhere to be married, to have their children christened, and at last to go forth from its doors to the grave.

So it has friends in England, Scotland, Ireland, Germany, the Hawaiian Islands, Canada, Spain, Brazil, Japan, Trinidad, Abyssinia, as well as in all parts of the United States, and Dr. Randolph Ray, the rector, hopes to unite them in an "alumni" association, and to create among them a sentiment which will be strong enough to save the historic church when commerce tries to crowd it from its place.

But first look at the history of the church, which has been a real sanctuary. Douglas Gilbert recalls in the New York *Telegram* that sixty-six years ago the first Dr. Houghton, his white locks flowing in the wind, stood, crucifix in hand, holding back an infuriated mob clamoring for the blood of the Negroes who had sought shelter in the church during the race riots of 1864. He goes on:

"In that year, the sixteenth of the church's history, the first bread line was formed, to be followed shortly by the first medical clinic, which is now sanctified by the beautiful diminutive

'Lady Chapel.' The church has always hewed close to the text of its founder—'minister to men as they need.'

"And to women. Years since gone a Haymarket hostess of the Tenderloin days was with child and troubled. Dr. Houghton succored her, cared for her confinement, placed the child with the aid of moneyed parishioners in a convent, saw to its education.

"Years later he announced the installation of a mortuary chapel, seeking funds for its construction. In the mail, a morning after the request, came a letter enclosing a substantial sum, signed 'From a Magdalen Befriended.'"

And of course there is the memorable date of June, 1910:

"Not many mourners gathered.

"The cortege drew up to the gate precisely at the time the bridal couple arrived. Some one's inadvertent error caused the macabre juxtaposition.

"But Dr. Houghton speedily reconciled it with a whisper to his secretary, who proceeded to the bridegroom and his lady.

"Yes, they would wait in the Holland House, over on the avenue. Tactfully they were ushered through a side entrance, in their joy unaware of the hearse parked at the church's curb.

"A few moments later the body of O. Henry lay in the mortuary chapel, and Dr. Houghton began his ritual:—'I am the resurrection and the life—'

"It was a plot the dead man would have relished."

## BLIND

By Thomas Curtis Clark

O FALSELY pious, bound with somber vows,
You rail at joy, you hold it sin to smile;
'Tis all in vain the Maytime wreathes its boughs
With rose and snow—you hold your eyes the while
To musty books. How can you reconcile
Your dull gray faith with these gold-sprinkled ways,
With this gay orchard beauty, mile on mile!
Your God is not the God of these ambrosial days,
When every bush and tree is filled with joy and praise.

—*The Christian Century, Chicago.*

This, then, is why Dr. Ray has launched his plan to preserve "the most beloved parish in New York." He said to Mr. Gilbert:

"Here in New York no building is sacred. All seemingly must be leveled to the ground to make way for rampant and prosperous commercialism. Already huge business buildings rudely jostle our garden walls.

"But the 'Little Church' must be saved throughout the years to come. Money alone will not do it. There is one thing, however, that is greater than Big Business, more powerful than millions of dollars. It is human sentiment—this church is hallowed by it.

"I am attempting to organize this sentiment for the purpose of perpetuating this church as a national shrine for generations to come as a medium of God's love to men. The organization will be known as 'The Family of the Little Church Around the Corner.' We are inviting all our friends to become members of 'The Family.'"

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**THE USES OF DENOMINATIONALISM**—Denominationalism is nowhere criticized more strongly than within its own ranks.

Much has been made of the fact that the United States has more than 200 denominations, and it is frequently charged that the country is overchurched. But *The Lutheran* disagrees. "Bemoaning 'the broken body of Christ,'" it says, "is easily overdone." Moreover:

"Granting that the present situation needs correction and that there are now 'too many churches,' the fact remains that this western continent express vigorous determination to place worship side by side with zeal to develop natural and social resources. If people were stubbornly insistent on regard for minor tenets of the Christian faith, they thereby reduced the sort of indifference to religious practise that was current in Europe to a minimum.

"While Baptists, Methodists, Episcopalians, Presbyterians, Lutherans, and others, insisted that they had to have special provisions for their distinctions, and occasionally competed strenuously with each other, they also fought Satan, sin, and unbelief wherever they found it. They built churches out of the proceeds of cake sales and oyster suppers, but they did not neglect the preaching of the Gospel.

"Denominationalism is not ideal, but it has not been the stumbling-block some zealots for unionism would like to make it appear. We would hesitate a long time before we would agree that the Holy Spirit was opposed to the numerous forms of Christian organization that seem curious to Europeans and to some others who should know better."

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## MORE WOMEN JAILED IN NEW YORK

THE EMANCIPATION OF WOMAN sees more women behind the bars.

That is the paradoxical situation observed in New York City, where the number of women criminals in the municipal penal institutions has more than doubled during the last ten years.

Figures submitted by Richard C. Patterson, Commissioner of Correction, in his annual report, disclose that while in 1920 there were 1,150 women inmates, in 1929 the number had increased to 2,391. He says, we read in press reports, that the problem of the woman offender can no longer be regarded as of slight importance in relation to the broad general problem of crime.

But whether there is any relation of cause and effect between woman's recent emancipation and her more frequent appearance now in the metropolitan jails is purely a matter of speculation.

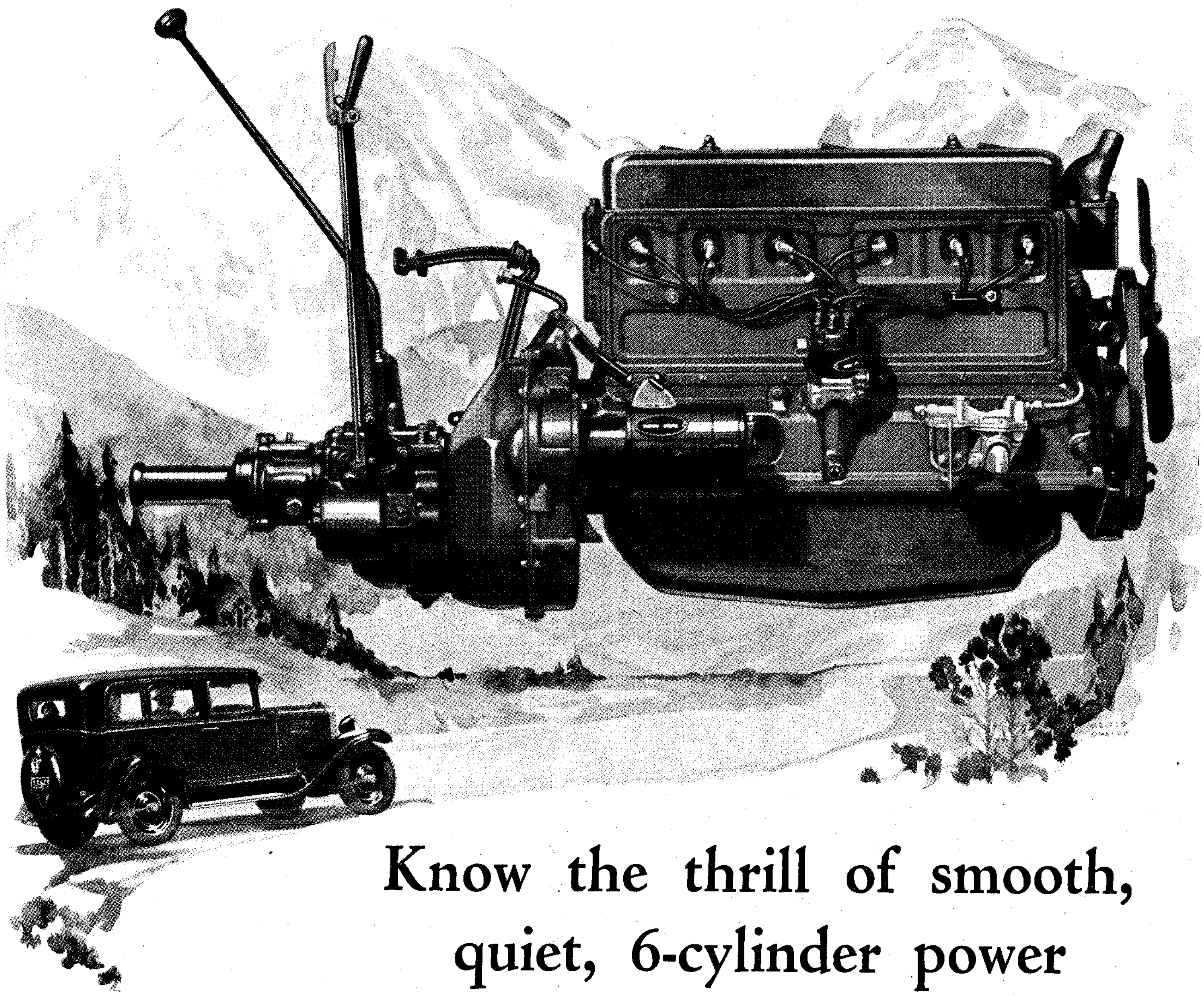
"It is possible, of course," says Mr. Patterson, "that the comparative emancipation of woman, her greater participation in commercial and political affairs, and the tendency toward greater sexual freedom may be playing their part in bringing about this situation. On the other hand, the figures may merely represent an increased activity on the part of the police. It is all in the realm of pure speculation, as it will continue to be until such time as we have a central clearing house and other forces which operate to bring offenders into conflict with the law."

Yet some years ago, as the New York *Times* recalls, George W. Alger's report on the State prisons contained a table showing an entirely different situation in the period from 1916 to 1926. The inmates of the State prison for women during those years ran from a minimum of 72 to a maximum of 117, out of a total prison population of four to six thousand. "I consider myself fortunate in not being required to explain the extraordinary difference in criminality between the sexes shown by this schedule," was Mr. Alger's only comment.

This disparity apparently still exists in the State prisons. The institutions reporting to the State Department of Correction had 16,632 persons in custody in 1928. Of these only 1,483 were women, as compared with 1,409 out of 11,757 ten years before.

Why are the ladies more lax in New York City? *The Times* is puzzled, too. Quoting Commissioner Patterson's speculation, *The Times* says it is possible that the emancipation of men has had something to do with it:

"For years they had it dinned into them that women no longer desire the privileges accorded the sex in an age of chivalry. One notorious murderess was sent to the electric-chair in this State within recent memory, and it may be that juries have grown somewhat less lenient toward female offenders. It may be, also, that it is the police who have become emancipated, and do not hesitate to arrest women."



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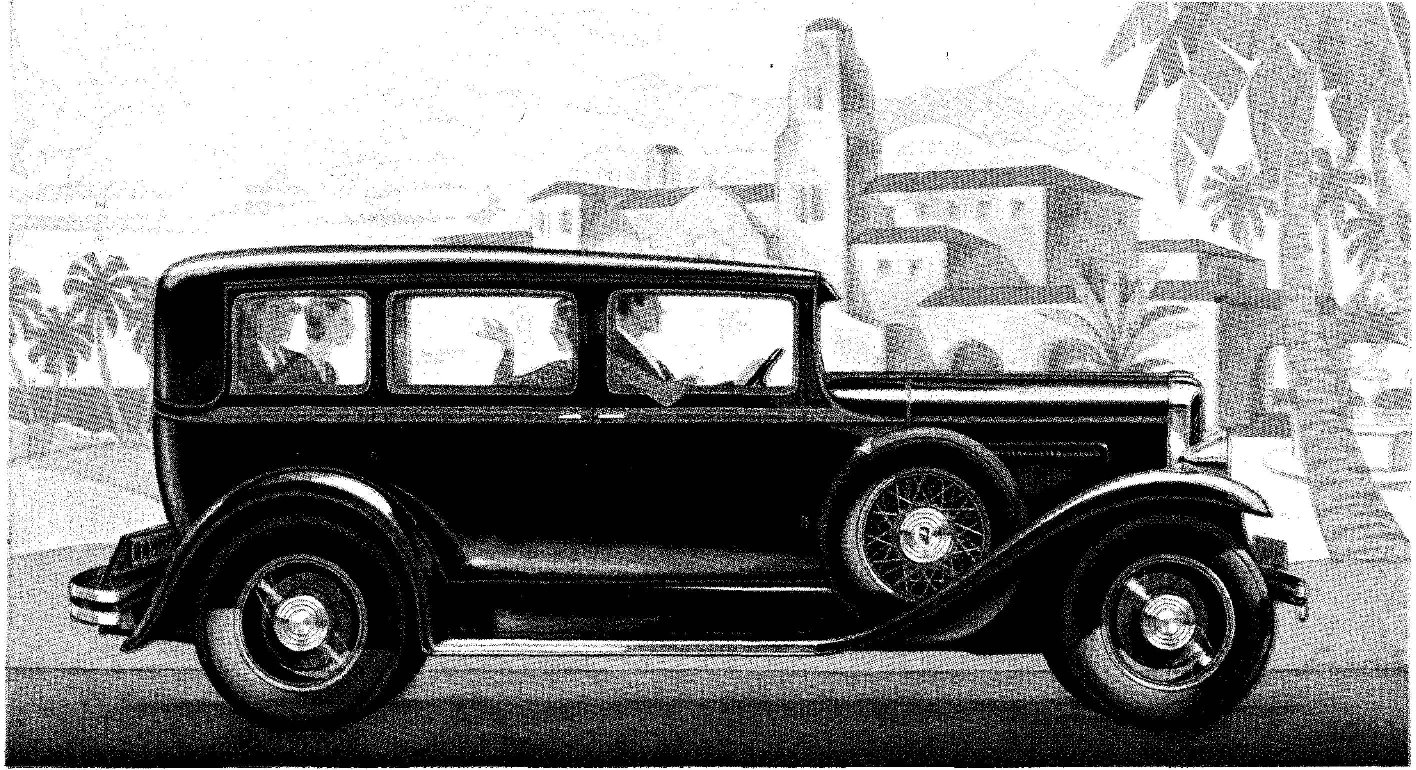

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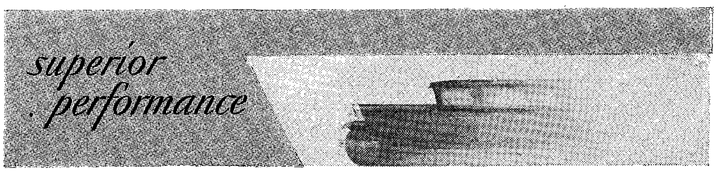

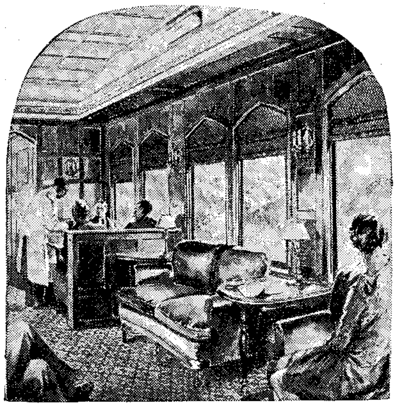

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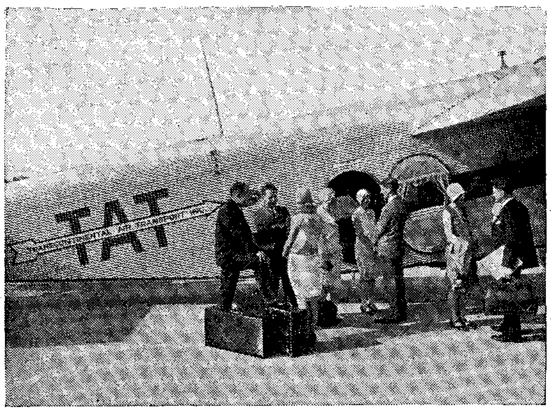


Courtesy Ford Motor Company

Courtesy Red Star Line

# GLIMPSES OF SUMMER PLAYGROUNDS

## PEN PICTURES OF VACATION REALMS —AND HOW TO REACH THEM

SUMMER LIFTS the curtain upon a joyous outdoor world, and bids us lay down our cares and play.

At home and abroad we see all means of travel in motion. The limited rolls to a stop, and its passengers alight to board a motor-coach for coordinated trip to heretofore inaccessible natural wonders.

The airplane swoops aloft and speeds us across the continent in two days.

Along meadow and over hilltop motor tourists follow famous trails.

Strings of hikers conquer heights, and under shady banks silently glide canoes.

Inland and coastwise vessels steam through cool breezes, and argosies dash over the oceans.

So in these pages we vision the smile of Nature from mountain, lake, river, and sea. There are, too, peeps into historic shrines and cities of wonder.

From these glimpses of United States and Canadian playgrounds, of ocean and inland routes we venture some suggestions to our readers of where and how to go.

In the spotlight of this summer's events several celebrations are of outstanding interest.

With pageant and exhibition New England is celebrating the Three Hundredth anniversary of the founding of the Massachusetts Bay Colony.

From Missouri to Oregon, under the auspices of the Oregon Trail Memorial Association, homage is being paid the covered-wagon pioneers.

As Senator Harry B. Hawes of Missouri said in an address at the opening of the Oregon Trail Memorial Association:

"Along the route of this historic trail, between the first speech to-night and the last next December, there will be meetings, parades, and demonstrations.

"School children, Boy Scouts, the American Legion, War Mothers, and patriotic and civic organizations will tell again the story of the home-seekers crossing the plains and deserts, fording streams, scaling mountains, and fighting Indians; all the while braving shortage of food, sickness, and death.

"We are, in fact, blazing a new trail of inspiration and patriotism, lighting a way for another hundred years."

Thus the life-story of Sublette, Ezra Meeker, Jim Bridger, Kit Carson, and others, will live anew.

In the world of sports all yachtsmen are thrilled over the prospects of the try-out and final America's Cup Races.

Gold Star Mothers by thousands are sailing to France to visit the graves of their sons.

The Passion Play at Oberammergau is being reenacted at its ten-year interval, and is drawing large and reverential audiences.

Music lovers have their eyes turned toward the Wagner Festival taking place at Baireuth July and August.

## Inland Waterway Trips

Over America's inland waterways are river and lake trips for summer vacationists, ranging from a day, week-end or short cruise. In many instances they may be combined with rail journeys and in others with motor tours, an increasing number of lines now carrying cars. There follow brief descriptions:

### *On the Hudson*

A variety of daylight trips, disclosing the scenic glories and historic points of this storied river, are offered by the swift and superb fleet of the Hudson River Day Line. Round trips may be made in a single day between New York, Yonkers, Indian Point, Bear Mountain, West Point, Newburgh and Poughkeepsie. Through service between New York and Albany includes also landings at Kingston Point, Catskill and Hudson.

Night trips up or down the Hudson with searchlight exhibitions of scenery along each bank are provided by steamers of the Hudson River Navigation Company operating daily between New York, Albany and Troy. *This line offers special facilities for* the transportation of motor-cars.

### *Lakes George—Champlain*

Over the lakes upon which have passed Indians, armies, traders and pioneer settlers, and which are links in the historic pathway between the Hudson and the St. Lawrence, extend some of the country's most enjoyable waterway routes.

For thirty miles, from Lake George Station at the head of Lake George (Delaware and Hudson Railroad), the white steamers of the Lake George Steamboat Company wind 39 miles through island channels and under the mountain-walled shores to Baldwin.

From Baldwin a few miles portage by rail brings the tourist to Montcalm Landing where the Champlain Transportation Company steamer is waiting to continue the trip over the historic waters and impressive scenery of Lake Champlain to Plattsburg. Here train connection is made via Delaware and Hudson System for Montreal and St. Lawrence steamers.

Schedules are arranged so that the through trip over both lakes in either direction may be made during daylight hours with convenient train connections at either terminus. A limited number of motor-cars being carried, the trips offer a refreshing interlude in a northern tour.

## *New England Lakes, Rivers*

Over island-dotted Lake Winnipesaukee, New Hampshire's largest waterway, a steamboat plys over a "round-the-lake" route, and there is also steamer service on Lake Sunapee in the same State.

Captivating vistas are disclosed to those traversing the picturesque waters of Moosehead, Maine's largest lake while the Songo River Line provides a trip of rare scenic charm from Sebago Lake Station up Sebago Lake and into the winding Songo River, thence across the Bay of Naples into Long Lake.

## *Little Chesapeake Voyages*

Cool breezes, sea food, Southern hospitality and courtesy, historic shrines and pleasing scenery—these are components of little voyages on Chesapeake Bay and its tributary waters.

### CHESAPEAKE AND TRIBUTARY ROUTES

BETWEEN BALTIMORE, OLD POINT COMFORT AND NORFOLK: Overnight sail, Potapsco River, Chesapeake Bay, Hampton Roads, Elizabeth River by Chesapeake Steamship Company's Baltimore-Norfolk division.

BETWEEN BALTIMORE AND RICHMOND: The route is from Baltimore, through Chesapeake Bay and up the York River to Westpoint, thence via rail (an hour's ride by boat train) to Richmond by Chesapeake Steamship Co.

BETWEEN BALTIMORE, OLD POINT COMFORT, NORFOLK AND PORTSMOUTH: Overnight service is provided by steamers of the "Old Bay Line" operated by the Baltimore Steam Packet Co.

Between Baltimore, Chesapeake Bay ports and contributory rivers are operated various divisions of the Baltimore and Virginia Steamboat Company as follows:

RAPPAHANNOCK RIVER LINE: From Baltimore down Chesapeake Bay, Western Shore Landings, and up the Rappahannock River to historic Fredericksburg, Va. Steamer sails from Baltimore on Monday at 2:00 P. M., returning early Saturday morning.

PIANKATANK RIVER LINE: From Baltimore to Freeport, Va., including Old Dominion Beach at Reedville, landing at numerous little towns. Steamer sails from Baltimore on Sunday and Wednesday at 4:30 P. M., returning early Wednesdan and Saturday mornings.

CHOPTANK RIVER LINE: Between Baltimore and Cambridge, Md., Saturday sailing extending up Choptank River. Steamer sails from Baltimore daily except Sunday at 4:30 P. M., returning early the next morning, except the Saturday trip when steamer returns early Monday morning.

POCOMOKE-OCCOHANNOCK LINE: Between Baltimore, Crisfield and Onancock, including eastern shore of Virginia landings. Steamers sailing daily except Saturday at 4:30 P. M., returning early the second morning.

POTOMAC RIVER LINE: From Baltimore to Washington or Washington to Baltimore, touching intermediate Potomac River landings en route; the cruise consuming two nights and one day in each direction. Steamers sail from Baltimore at 4:30 P. M. and from Washington at 4:00 P. M. on Monday, Wednesday and Saturday of each week.

Over Chesapeake Bay are operated the Baltimore, Jacksonville and Miami, and the Baltimore and Boston divisions of the Merchants and Miners Transportation Fleets, while between New York, Old Point Comfort and Norfolk is the route of the Old Dominion Line of the Eastern Steamship Co.

BALTIMORE AND PHILADELPHIA: Patapsco River, Chesapeake Bay, Chesapeake and Delaware Canal, Delaware Bay overnight sail via rivers, bays and canal. Baltimore & Philadelphia Steamboat Co. (Ericsson Line).

## MESSAGE TO DIGEST READERS FROM THE DIRECTOR OF NATIONAL PARKS

By HON. HORACE M. ALBRIGHT

*Director National Park Service*
*Department of the Interior*

TO THOSE traveling solely for pleasure, and even to those who are on business trips, the national park and monument system of the United States offers exceptional opportunities to see a variety of superb natural scenery, and of absorbingly interesting historic and prehistoric places. The vacationist may spend weeks or months in visiting these areas without exhausting the variety. Areas with superlative mountains; canyons not only mighty in size but colored so gorgeously as to be breath-taking in their effect; trees that were old long before prehistoric man left his home in the cave; glaciers still hollowing and polishing the mountains; geysers that spout on schedule, and others that go off so irregularly that to view them seems almost a personal triumph; all these things and more welcome the traveler who includes our national parks in his itinerary.

Strong as is the attraction of these scenic wonders, to many the great wild-animal herds are even more alluring. To see a large herd of buffalo in a natural setting, with a mountain background, takes one back to the stories of the pioneer West, when these animals were monarchs of the plains. Bears, reminiscent of the tales of childhood, are ever in evidence, and amuse visitors as do no other features of the park. Deer, elk, moose, and mountain sheep are also to be seen, altho as these animals are shy, and in the summer feed back in the mountains to a great extent, they are not encountered as often as the bears.

Trips have been so arranged that even the transcontinental traveler on business may get a brief glimpse of some of these areas—enough to make him come back later for a real visit—by arranging beforehand for an extra day or two en route.

All indications now point to the fact that the 1930 travel season will be the most successful in the history of the national parks, both from the standpoint of number of visitors and that of expansion of the various facilities in the parks.

Horace Albright

WASHINGTON, OLD POINT COMFORT AND NORFOLK: Between the nation's capital, Alexandria, Old Point Comfort and Norfolk overnight trips are available by the Norfolk and Washington Steamboat Company's fleet.

CAPE CHARLES, OLD POINT COMFORT AND NORFOLK: Direct steamer connection with Pennsylvania Railroad trains to or from Cape Charles.

## *Voyages Over Our Inland Seas*

As an objective in themselves or as a refreshing break in rail journeys a variety of delightful Great Lakes voyages are available from United States and from Canadian ports. Motor tourists also may find accommodations for their cars on many of the lines, thus breaking pleasantly the tour to the west or east. Some of these trips are now given.

## *Buffalo and Duluth*

Four days each way on three inland seas and connecting waterways; 1,115 miles, each way, with shore excursions at five intervening ports of interest; life on board resembling that of an ocean liner—these are the experiences of the voyage between Buffalo and Duluth. Well-appointed steamships *Octorara*, *Tionesta*, and *Junita* of the Great Lakes Transit Corporation sail from either terminus at three-day intervals, calling at Cleveland, Detroit, Mackinac Island, Sault Ste. Marie and Houghton, Mich. The route is over Lake Erie, through the Detroit River, across Lake St. Clair, and through the St. Clair River, over Lake Huron, including the Straits of Mackinac, up St. Marys River and through the Locks of Sault Ste. Marie, thence across Keweenaw Bay, through Portage Lake and across Lake Superior.

## *Buffalo and Chicago*

A week's cruise over three of the Great Lakes and connecting waterways covering 902 miles westbound and 1,167 miles eastbound between Buffalo and Chicago is provided by the Chicago, Duluth and Georgian Bay Transit Company. Their exclusively passenger steamships sail twice weekly from each port, covering two routes. Westbound the course followed is from Buffalo over Lake Erie and up the Detroit River, across Lake St. Clair, up the St. Clair River to Lake Huron, thence through the Straits of Mackinac and down Lake Michigan to Chicago with calls en route at Detroit, and Mackinac Island. Eastbound the cruise ships steam up Lake Michigan, through the Straits of Mackinac across Lake Huron and into the Georgian Bay, thence returning to Lake Huron, pass down the St. Clair River, over Lake St. Clair, down the Detroit River and across Lake Erie with calls at Mackinac Island, Parry Sound, Detroit and Cleveland. Buffalo and Chicago are also joined by the Detroit and Cleveland Navigation fleet as described below

## *Buffalo and Detroit; Cleveland and Detroit; Detroit and Chicago*

From Buffalo and Detroit steam forth the huge liners *Greater Detroit* and *Greater Buffalo* of the Detroit-Buffalo Division of the Detroit and Cleveland Navigation Company's fleet.

Between Cleveland and Detroit overnight service is provided by the Detroit and Cleveland Division of the same management, supplemented with daylight trips between these ports during summer

Between Detroit and Chicago "D. & C." steamers are operated over the Chicago Division during midsummer. Calls are made in both directions at Mackinac Island and St. Ignace with time for sight-seeing trips ashore.

## *Buffalo and Cleveland; Cleveland and Port Stanley, Ont.; and Other Ports*

Over Lake Erie between important ports is operated the fleet of the Cleveland and Buffalo Transit Company, its flagship the great steamer *Seeandbee*. The Cleveland and Buffalo Division provides overnight sailings between these ports, augmented by

# DODGE BROTHERS

## SIXES AND EIGHTS

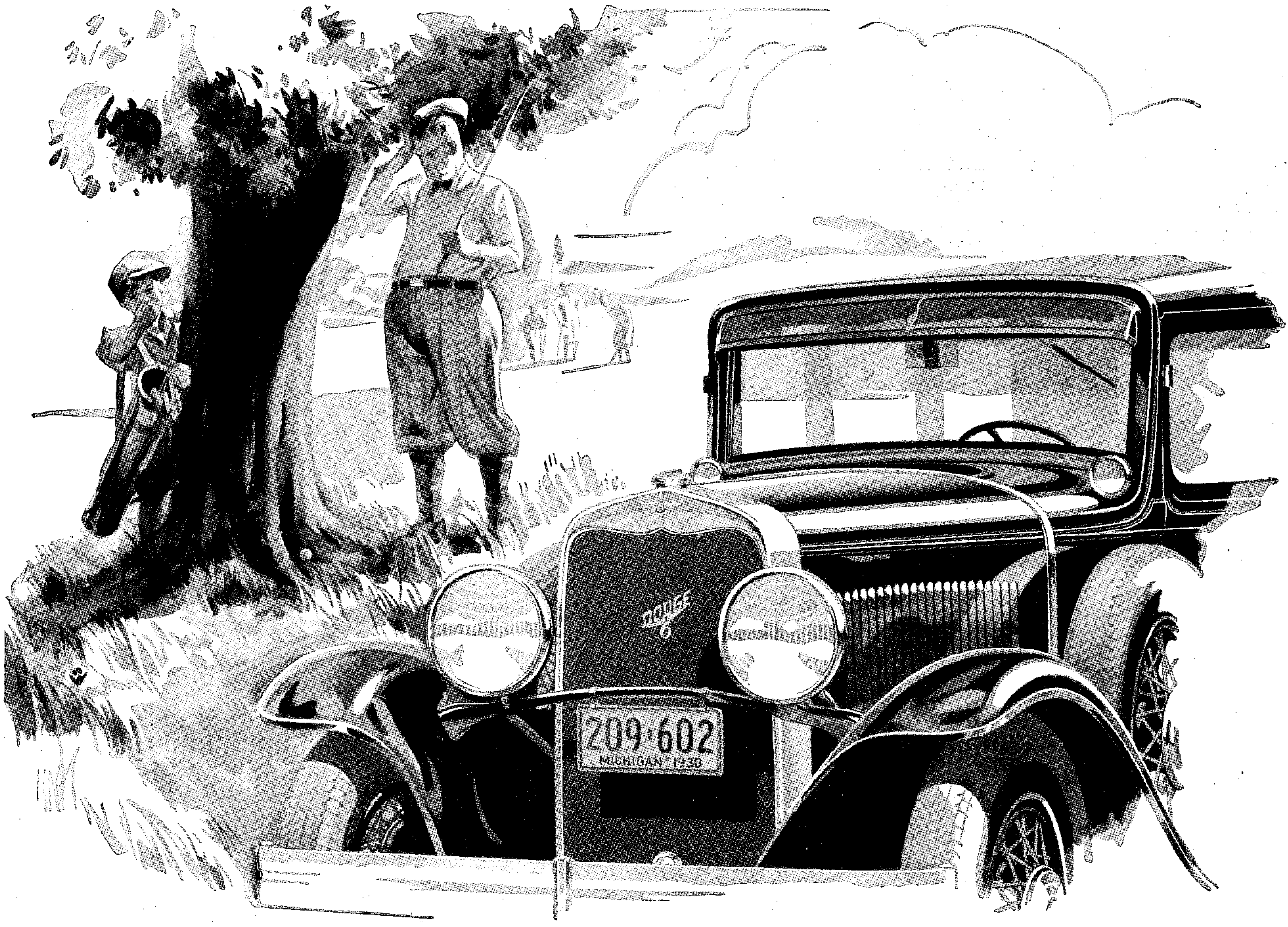
UPHOLDING EVERY TRADITION OF DODGE DEPENDABILITY

Here, in the Dodge Six, is a big, fine-looking car with a roomy Mono-Piece Steel Body, strong, safe, silent — a smooth and powerful engine — weatherproof internal 4-wheel hydraulic brakes — and all of the soundness and dependability for which Dodge Brothers motor cars have always been noted. See this great car at any Dodge Brothers dealer's showroom. Drive it and prove to yourself that it is just as good as it looks.

DODGE SIX

$835

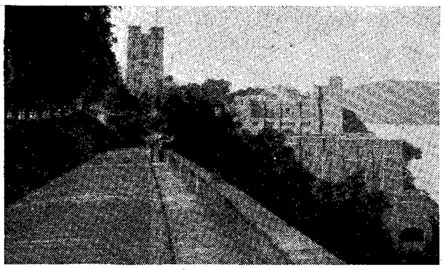
AND UP, F.O.B. FACTORY



© 1930 by Dodge Brothers Corporation

daylight trips during midsummer. Across Lake Erie between Cleveland and Port Stanley, Ontario, with rail connections for London, Ontario, daily sailings are provided overnight northbound, afternoon and evening southbound.

Triangle Tours may be made between Buffalo, Cleveland and Port Stanley by boat to Port Stanley, back to Buffalo via London, Hamilton and Niagara Falls, by private car, motor-coach or rail. A boat-airplane circle trip is available from Buffalo to Cleveland by steamer, Cleveland to Detroit airplane, Detroit and Cleveland steamers Detroit to Buffalo.


Courtesy of the Hudson River Day Line

● Battlements of West Point

Another "C. & B." route is covered by daily sailings from Cleveland to Cedar Point and Put-in-Bay resorts, returning the same day. Connections at Cedar Point are made with "Red Star Line" steamers for Toledo and at Put-in-Bay with Ashley and Dustin Line steamers for Detroit. In September the *Seeandbee* is operated on a special Great Lakes Cruise.

### *Windsor, Detroit, Sarnia, Duluth*

Seven-day cruises, with sailings thrice weekly, between these ports with intermediate calls are made by the attractive steamships *Noronic*, *Hamonic* and *Huronic* of the Northern Navigation Company, owned and operated by Canada Steamship Lines, Ltd. Boat trains of the Canadian National Railways are operated to or from Sarnia, and Port Arthur. Steamers departing from Windsor cross to Detroit thence proceed over Lake St. Clair, and up the St. Clair River to Sarnia, where shore excursion is provided to Lake Huron Beach. From Sarnia the route is over the length of Lake Huron to St. Marys River, thence up to Sault Ste. Marie, Ont., through the Canadian locks and across Lake Superior to Fort William and Port Arthur with special sightseeing excursion to Chippewa Park, thence to Duluth where another shore trip is provided.

### *Port McNicoll and Port William*

Travelers crossing Canada by the Canadian Pacific Railway may cover almost one-fifth of their mileage by availing themselves of the Great Lake steamship service operated by this system With accommodations comparable to ocean facilities the steamships *Keewatin* and *Assiniboia* are operated between Port McNicoll and Fort William with two sailings each week; *S. S. Manitoba*, between Owen Sound and Fort William with once a week departures. Direct rail connections are made at terminal ports, and calls include Sault Ste. Marie, Ontario, and Port Arthur. The route is via Georgian Bay, Lake Huron, St. Marys River, Canadian Soo Locks and Lake Superior.

### *Chicago—Northern Michigan*

Between Chicago and northern Michigan lakeside resorts including Ludington, Hamlin Lake, Epworth Heights, Manistee, Arcadia, Onekama, Portage Point, Frankfort, Glen Haven, Glen Lake, Northport, Traverse City, Charlevoix, Petoskey, Bay View, Wequetonsing, Ramona Park, Harbor Springs, St. Ignace, Mackinac Island, Detour and Sault Ste. Marie are operated steamers of the Michigan Transit Corporation. In addition to local passenger service to and from northern Michigan resorts, all expense Vacation Lake Cruises are featured.

### *Goodrich Michigan Routes*

Attractive water trips between Chicago, twenty-four cities, and resorts on east and west coast and Green Bay ports, also including Mackinac Island, are provided by numerous divisions of the Goodrich Transit Company's steamers as follows:

### *Routes from Milwaukee*

Trans-Lake Michigan Service between Milwaukee and Ludington, Mich., is available by Pere Marquette Line Steamers.

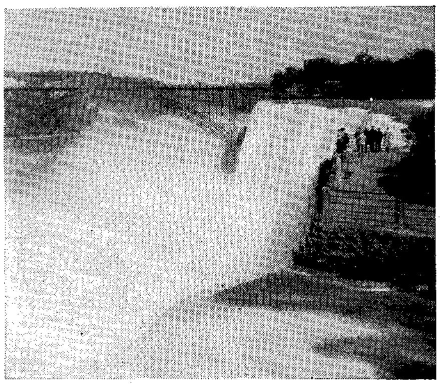
Between Milwaukee, Wis., Muskegon and Grand Haven, Mich., is the route of the steamer *Missouri* of the Wisconsin and Michigan Transportation steamers.

### *Detroit, Port Huron Trips*

A day's sail by White Star Line excursion steamer *Tashmoo* of 122 miles (round trip) over rivers and lakes. The varied scenery includes Detroit's impressive skyline; Belle Isle Park with its lagoons and Scott Fountain; about 15 miles over the sparkling waters of Lake St. Clair; Government Ship Canal bordered by St. Clair Flats, Venice-like summer colony; St. Clair River towns; Sarnia, Ont., and Port Huron, Mich., with vistas of Lake Huron and attractive Lake bathing beaches.

### *Detroit, Put-in-Bay, Sandusky*

Daylight trip by Ashley and Dustin Line steamer *Put-In-Bay* down Detroit River, across Lake Erie to Put-in-Bay and Cedar Point summer resorts, thence to Sandusky, connecting at Put-In-Bay with Cleveland and Buffalo Transit Line steamers for Cleveland and the east.


Courtesy of the New York Central Railroad

● Listening to Niagara's eternal thunder

### *Day Trips from Toledo*

Steamer *Grayhound* of the Red Star Navigation Company is operated daily between Toledo, Put-in-Bay and Cedar Point connecting at last-named port with Cleveland and Buffalo Transit Line Steamers for Cleveland and the east.

### *Daily Trips from Mackinac Island*

Delightful little trips may be made from Mackinac Island to near-by ports by Arnold Transit boats operated over the Mackinac-St. Ignace-Les Cheneaux Islands and Cheboygan routes.

### *Sault Ste. Marie Local Trips*

Between Sault Ste. Marie, Ont., North Channel, Lake Huron, Northern Georgian Bay ports and Owen Sound are operated by the North Channel-Georgian Bay steamers of the United States and Dominion Transportation fleet.

### *Services on Lake Ontario*

Trips over the waters of Lake Ontario are available by two divisions of the Canada Steamship Lines; first, the Toronto-Niagara River Route from Lewiston across the lake to Toronto and vice versa; second, the Toronto-Prescott-Montreal division operating between Toronto, Rochester, and Kingston on Lake Ontario, thence eastward through the Thousand Islands and St. Lawrence River, calling at Clayton, Alexandria Bay, Brockville, Cornwall, and Montreal, eastbound passing through the various St. Lawrence Rapids.

Between Toronto and St. Catherines (with direct rail connection for Niagara Gorge and Falls) are operated daily steamers of the Niagara, St. Catherines, Toronto Line.

### *St. Lawrence Wonder Trips*

A dramatic pageant of history; romantic folk tales and legends; stately cities and church-spired habitant settlements; the most exciting rapids trip in the world; unusual and impressive scenery are entwined in the 762-mile St. Lawrence journey from Niagara to the Gulf, including, the great fiord of the Saguenay River.

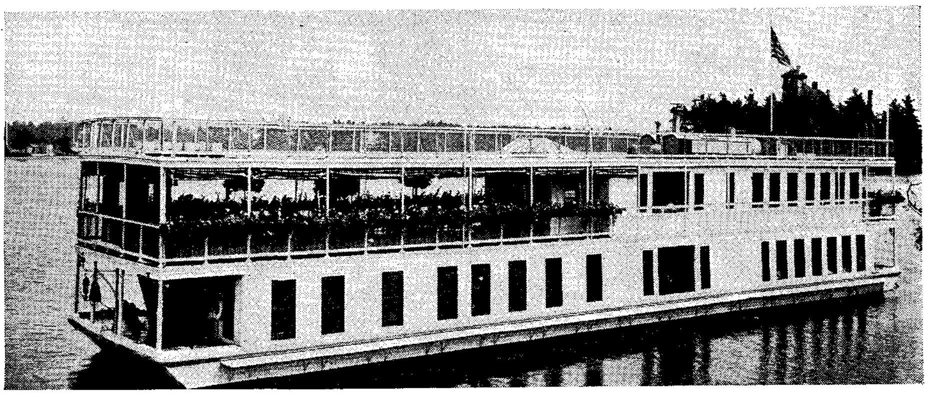
Over these waterways are operated the fleet of the Canada Steamship Lines representing modern vessels of the highest type.

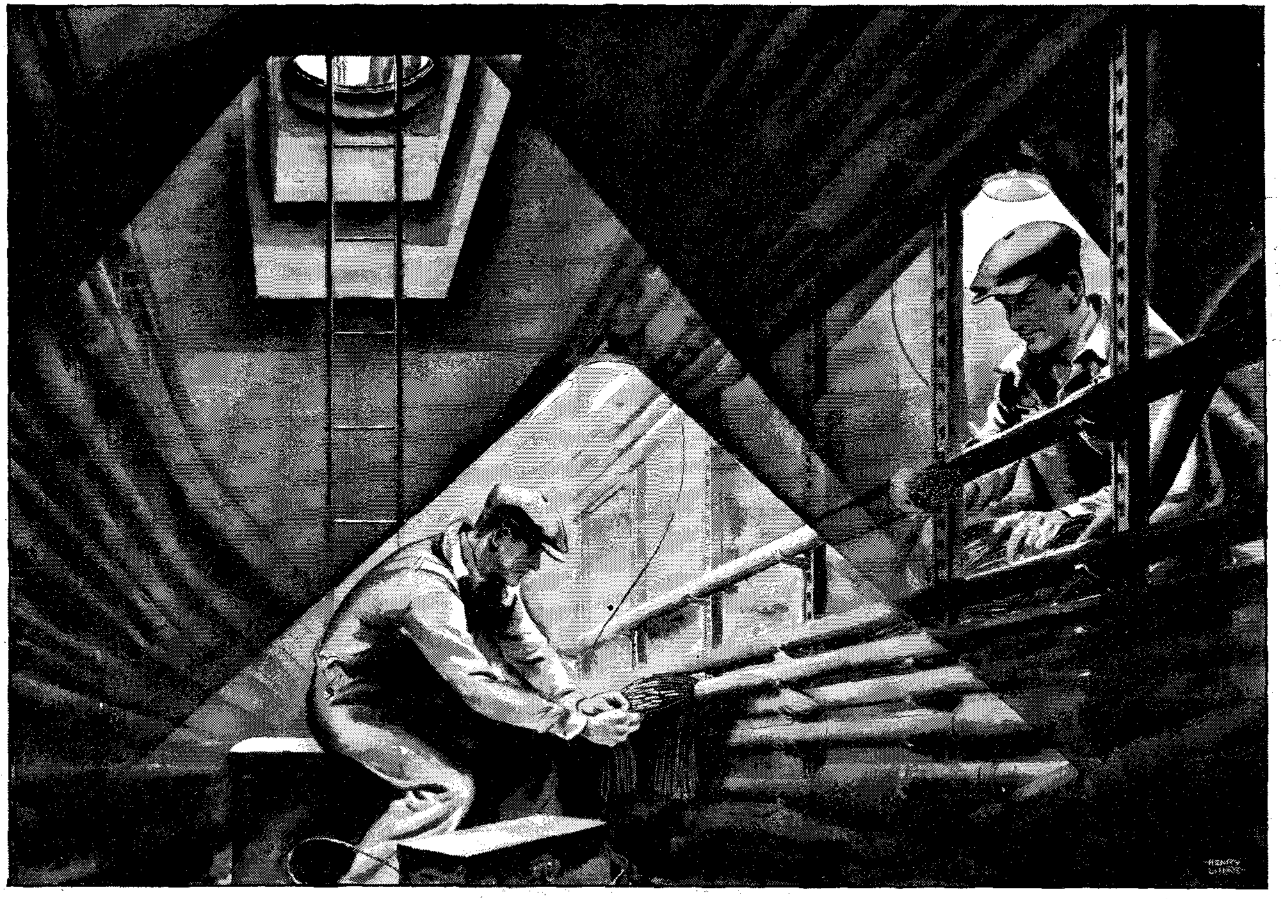
Between Lewiston at the foot of the Niagara Gorge and Toronto over the Niagara River and across Lake Ontario frequent daily trips are made.

Connection at Toronto is made with steamer traversing Lake Ontario, thence through the Thousand Islands to Prescott with calls at Clayton, Alexandria Bay and Brockville.

At Prescott, eastbound tourists transfer to the rapids steamer for the thrilling passage to Montreal which includes running the Galops, Rapids du Plat, Coteau, Cedars, Split Rock, Cascades and Lachine Rapids. Westbound tourists travel from Montreal to Prescott by rail.

The rapids steamer connects at Montreal with local and express steamers for Quebec and the Saguenay River, while from Quebec is operated another division to lower St. Lawrence landings and the Saguenay. According to steamer taken, landings between Montreal and Quebec are made at Sorel and Three Rivers; between Quebec and Tadousac at the mouth of the Saguenay at Eboulements, St. Irenée, Murray Bay, Cap à l'Aigle, St. Simeon; between Tadousac and Chicoutimi at L'Anse St. Jean, Ha Ha Bay.


● House-boating in the Thousand Islands has its luxury



THE INCREASING USE OF THE TELEPHONE REQUIRES THE EXPENDITURE OF HUNDREDS OF MILLIONS ANNUALLY FOR EXTENSIONS AND IMPROVEMENTS

# It keeps faith with your needs

*An Advertisement of the American Telephone and Telegraph Company*

You have found a constantly growing use for the telephone. You have learned its value in business. You have found it helpful in keeping contact with family and friends. Its increasing use has given the telephone its humanly important place in modern life and requires the expenditure of hundreds of millions annually for extensions and improvements.

In 1929 the Bell System's additions, betterments and replacements, with new manufacturing facilities, meant an expenditure of 633 million dollars. During 1930 this total will be more than 700 millions.

Definite improvements in your service result from a program of this size and kind. They start with the average time required to put in your telephone—which in five years has been cut nearly in half. They range through the other branches of your service, even to calls for distant points—so that all but a very few of them are now completed while you remain at the telephone.

In order to give the most effective, as well as the most economical service, the operation of the Bell System is carried on by 24 Associated Companies, each attuned to the part of the country it serves.

The Bell Laboratories are constantly engaged in telephone research. The Western Electric Company is manufacturing the precision equipment needed by the System. The staff of the American Telephone and Telegraph Company is developing better methods for the use of the operating companies.

It is the aim of the Bell System continually to furnish a better telephone service for the nation.

AMERICAN TELEPHONE & TELEGRAPH CO.
BELL SYSTEM
AND ASSOCIATED COMPANIES

# Rail and Skyway

"LET'S fly there!" is a popular phrase of to-day.

Not only all-air routes but co-ordinated air-rail routes are being developed rapidly. This year 3,000 miles of lighted air routes will be added to existing lanes.

Carrying passengers, for instance, between New York and the Pacific coast in two days is the rail-air transcontinental service arranged by the Pennsylvania System, T.A.T.-Maddux Air Lines, and Santa Fé System. This combination is: Pennsylvania train, New York to Columbus, Ohio; airplane Columbus to Waynoka, Okla. (stops at Indianapolis, St. Louis, Kansas City, and Wichita, Kan.), Santa Fé train Dodge City to Clovis, N. M.; airplane Clovis to Los Angeles and San Francisco.

Various train and plane hook-ups are offered by the New York Central Lines and connections as follows:

Two-day transcontinental service: New York Central train from New York or Boston to Chicago; Santa Fé or Chicago & Alton train, Chicago to Kansas City; Kansas City to Los Angeles via plane of Western Air Express.

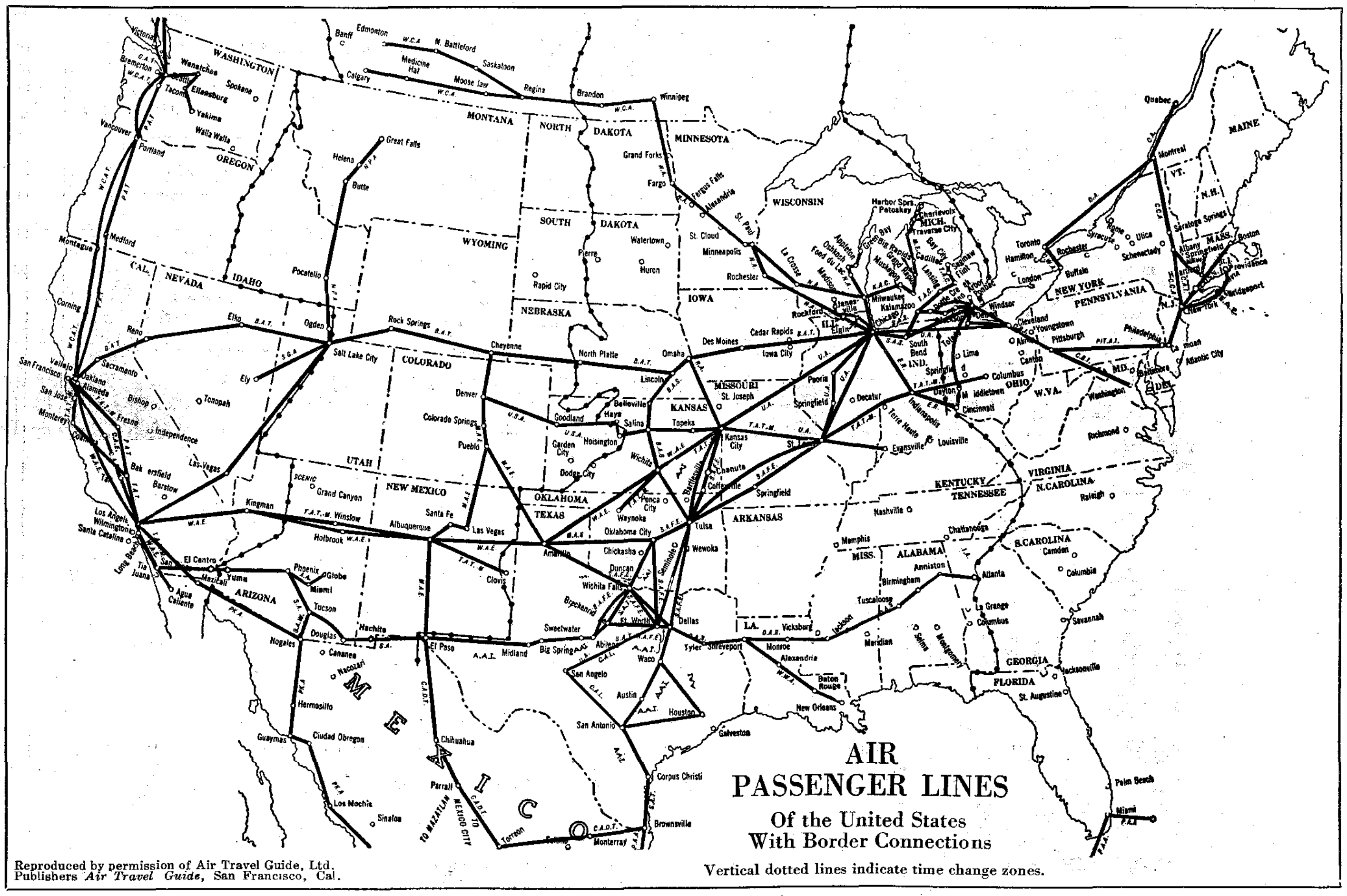
Also from the East to St. Louis, Kansas City, and Dallas: New York Central train from New York or Boston to Cleveland; Cleveland to Chicago by plane of Universal Air Lines, thence to Tulsa, Fort Worth, and Dallas via either Kansas City or St. Louis.

From Dallas the air route may be continued by Southern Air Transport, Brownsville, Texas, thence to Mexico City by the Mexican Aviation Company.

Minneapolis and St. Paul may be reached by rail from New York to Chicago, thence by Northwest Airways.

The Kohler Aviation Service provides an air link between Grand Rapids (Michigan Central Connection) and Milwaukee, connecting there with western rail lines.

Air and rail services are joined by Seaboard Air Line between New York and Miami in connection with NYRBA flying yachts between Miami and Havana.


WASHINGTON
OREGON
CAL.
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
COLORADO
ARIZONA
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LA.
MISS.
ALABAMA
GEORGIA
FLORIDA
S.CAROLINA
N.CAROLINA
TENNESSEE
KENTUCKY
VIRGINIA
W.VA.
OHIO
IND.
WISCONSIN
MICH.
PENNSYLVANIA
NEW YORK
N.J.
MD.
VT.
N.H.
MASS.
MAINE
MEXICO
Edmonton
Banff
Calgary
Medicine Hat
Moose Jaw
Regina
Saskatoon
N. Battleford
Brandon
Winnipeg
Victoria
Vancouver
Bremerton
Tacoma
Wenatchee
Spokane
Ellensburg
Yakima
Walla Walla
Portland
Great Falls
Helena
Butte
Medford
Montague
Corning
Reno
Sacramento
Vallejo
San Francisco
Oakland
Alameda
San Jose
Monterey
Fresno
Bishop
Tonopah
Independence
Bakersfield
Barstow
Las Vegas
Los Angeles
Wilmington
Santa Catalina
Long Beach
San Diego
Tia Juana
Agua Caliente
El Centro
Mexicali
Yuma
Phoenix
Globe
Miami
Tucson
Nogales
Douglas
Cananea
Nacozari
Hermosillo
Guaymas
Ciudad Obregon
Los Mochis
Sinaloa
Kingman
Winslow
Holbrook
Grand Canyon
Albuquerque
Santa Fe
Las Vegas
Clovis
El Paso
Hachita
Chihuahua
Parral
Torreon
Saltillo
Monterrey
TO MAZATLAN
TO MEXICO CITY
Elko
Ely
Ogden
Pocatello
Salt Lake City
Rock Springs
Cheyenne
Denver
Colorado Springs
Pueblo
North Platte
Omaha
Lincoln
Goodland
Hays
Salina
Belleville
Garden City
Dodge City
Hoisington
Wichita
Topeka
Kansas City
St. Joseph
Ponca City
Waynoka
Oklahoma City
Tulsa
Chickasha
Duncan
Wichita Falls
Amarillo
Breckenridge
Sweetwater
Abilene
Big Spring
Midland
Ft. Worth
Dallas
Waco
San Angelo
Austin
San Antonio
Houston
Galveston
Corpus Christi
Brownsville
Tyler
Shreveport
Monroe
Vicksburg
Alexandria
Baton Rouge
New Orleans
Jackson
Meridian
Selma
Montgomery
Birmingham
Anniston
Tuscaloosa
Memphis
Nashville
Chattanooga
Atlanta
La Grange
Columbus
Savannah
Jacksonville
St. Augustine
Palm Beach
Miami
Columbia
Camden
Raleigh
Richmond
Louisville
Evansville
Springfield
Decatur
Peoria
St. Louis
Cincinnati
Dayton
Indianapolis
Columbus
Lima
South Bend
Chicago
Milwaukee
Rockford
Cedar Rapids
Iowa City
Des Moines
Huron
Watertown
Pierre
Rapid City
Grand Forks
Fargo
Fergus Falls
Alexandria
St. Cloud
Minneapolis
St. Paul
Rochester
La Crosse
Madison
Green Bay
Grand Rapids
Kalamazoo
Detroit
Toledo
Cleveland
Akron
Youngstown
Pittsburgh
Harbor Springs
Petoskey
Traverse City
Bay City
Flint
Windsor
London
Hamilton
Toronto
Buffalo
Rochester
Syracuse
Utica
Schenectady
Albany
Saratoga Springs
Springfield
Hartford
Boston
Providence
Bridgeport
New York
Philadelphia
Baltimore
Washington
Atlantic City
Montreal
Quebec

AIR PASSENGER LINES

Of the United States
With Border Connections

Vertical dotted lines indicate time change zones.

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KEY TO ABBREVIATIONS OF AIRLINES

| | |
|---|---|
| A.A. | Apache Airlines |
| A.A.I. | American Airways Inc. |
| B.A.S. | Brower's Air Service |
| B.A.T. | Boeing Air Transport |
| C.A. | Canadian Airways |
| C.A.A. | Canadian-American Airlines |
| C.A.D.T. | Corporacion Aeronautica de Transportes |
| C.A.E. | Continental Air Express |
| C.A.L. | Cromwell Air Lines |
| C.A.S. | Continental Air Services |
| C.A.T. | Colonial Air Transport |
| C.B.I. | Clifford Ball Inc. |
| C.C.A. | Canadian Colonial Airways |
| C.W.A. | Colonial Western Airways |
| D.A. | Davis Airlines |
| D.A.S, | Delta Air Service |
| E.A.E. | Eastern Air Express |
| E.R. | Embry-Riddle |
| G.A.T. | Gorst Air Transport |
| K.A.C. | Kohler Aviation Corp. |
| M.A.E. | Midcontinent Air Express |
| M.E. | Michigan Air Express |
| N.A. | Northwest Airways |
| N.E.W. | New England & Western Airways |
| N.P.A. | National Park Airways |
| P.A.A. | Pan American Airways |
| P.A.T. | Pacific Air Transport |
| PIT.A.I. | Pittsburgh Airways Inc. |
| PK.A. | Pickwick Airways |
| R.A. | Rapid Airlines |
| S.A. | Standard Airlines |
| S.A.F.E. | Southern Air Fast Express |
| S.A.S. | Stout Air Services |
| S.A.T. | Southern Air Transport |
| S.A.W. | Scenic Airways |
| S.G.A. | Sea Gull Air Lines |
| T.A.T.M. | T. A. T. Maddux |
| T.A.C. | Thompson Aeronautical Corp. |
| U.A. | Universal Airways |
| U.S.A. | United States Airways |
| W.A.E. | Western Air Express |
| W.C.A. | Western Canada Airways |
| W.C.A.T. | West Coast Air Transport |
| W.W.A. | Wedell-Williams Air Service |

Following are outlines of representative passenger air lines. Owing to constant additions and discontinuances no attempt has been made to include all passenger lines, local or sight-seeing services. It is also not possible to include the latest lines on the above map.

EASTERN ROUTES

| *Route* | *Line* |
|---|---|
| New York, Hartford, Boston | Colonial Air Transport |
| New York, Providence | Eastern Air Express |
| Bridgeport, Hartford, Springfield | N. Eng. & West'n Tran. Co. |
| " and Albany | " " " " |
| New York, Albany, Montreal | Canadian Colonial Airways |
| " Atlantic City | Baltimore Airways |
| Montreal, Detroit, Toronto, Hamilton Windsor | Canadian Airways |
| Washington, Cleveland, Pittsburgh | Clifford Ball |
| " New York | Baltimore Airways, Inc. |
| Pittsburgh, Philadelphia, New York | Pittsburgh Airways |

WEST AND MIDDLE WEST ROUTES

| | |
|---|---|
| Cleveland, Chicago, Kansas City | Universal Air Lines |
| Detroit, Toledo | Stout Air Lines |
| Detroit, Pontiac | Thompson Aeronautical Corp. |
| Bay City, Kalamazoo, Saginaw, Flint, Lansing | Thompson Aeronautical Corp. |
| Grand Rapids, Muskegon, Milwaukee | Kohler Aviation Corp. |
| Cincinnati, Chicago, Indianapolis | Embry Riddle Co. |
| Chicago, Milwaukee, St. Paul and Minnesota | Northwest Airways |
| Columbus, Waynoka, Indianapolis, St. Louis, Kansas City, Wichita | T. A. T.-Maddux |
| Chicago, Iowa City, Cedar Rapids, Omaha, North Platte, Cheyenne, Salt Lake City, Reno, Sacramento, Oakland, San Francisco | Boeing System |
| Minneapolis, St. Paul, Minn., Winnipeg, Fargo, Grand Forks | Canadian-American Airw's |
| St. Louis, Kansas City, Wichita, Waynoka | T. A. T.-Maddux |
| San Francisco, Oakland, Alameda | Continental Air Express |
| Monterey, Fresno, Bakersfield | T. A. T.-Maddux |
| Los Angeles, San Diego and Agua Caliente | Pacific Air Transport |
| Los Angeles, Mexico City, etc. | Pickwick Airways |
| Omaha and Kansas City | Rapid Air Transport Inc. |
| Los Angeles-Agua Caliente | Western Air Express |

SOUTH AND SOUTHWESTERN ROUTES

| | |
|---|---|
| Chicago, Evansville, Atlanta, Nashville, Chattanooga | Interstate Airlines |
| Memphis, New Orleans and Vicksburg | Continental Air Service |
| Memphis, Chicago, St. Louis | " " " |
| New Orleans, Shreveport, Baton Rouge, Alexandria | Wedell Williams |
| Kansas City, Mo., Topeka, Wichita, Tulsa, Oklahoma City, Wichita Falls, Dallas | Universal Air Lines |
| St. Louis, Springfield, Tulsa | Southwest Air Fast Express |
| Kansas City, Tulsa, intermediate points | " " " |
| Tulsa, Oklahoma City | " " " |
| Tulsa, Oklahoma City, Wichita Falls, Fort Worth, Dallas | Southwest Air Fast Express |
| Tulsa, Sweetwater, intermediate points | " " " |
| St. Louis, Tulsa, Dallas, Ft. Worth | " " " |
| Los Angeles, San Francisco, Denver, Colorado Springs, Amarillo | Western Air Express |
| Amarillo-Tulsa | " " " |
| " Dallas | " " " |
| Clovis, N. M., Albuquerque | T. A. T.-Maddux |
| Cheyenne, Wyom., Denver, Colo. | Western Air Express |
| Kansas City, Los Angeles | " " " |
| Denver, Colo., Goodland, Hoisington, Salina, Kansas City | " " " |
| Dallas, Fort Worth, El Paso, Douglas, Tucson, Phoenix, Los Angeles | " " " |
| Salt Lake City, Las Vegas, Los Angeles | " " " |
| Salt Lake City, Ogden, Pocatello, Butte, Helena, Great Falls | National Parks Airways |
| Dallas, Fort Worth, Brownsville, intermediate points | American Airways Inc. |
| Dallas, Fort Worth, El Paso | " " " |
| Houston, Fort Worth, Dallas | " " " |
| Houston, San Antonio | " " " |

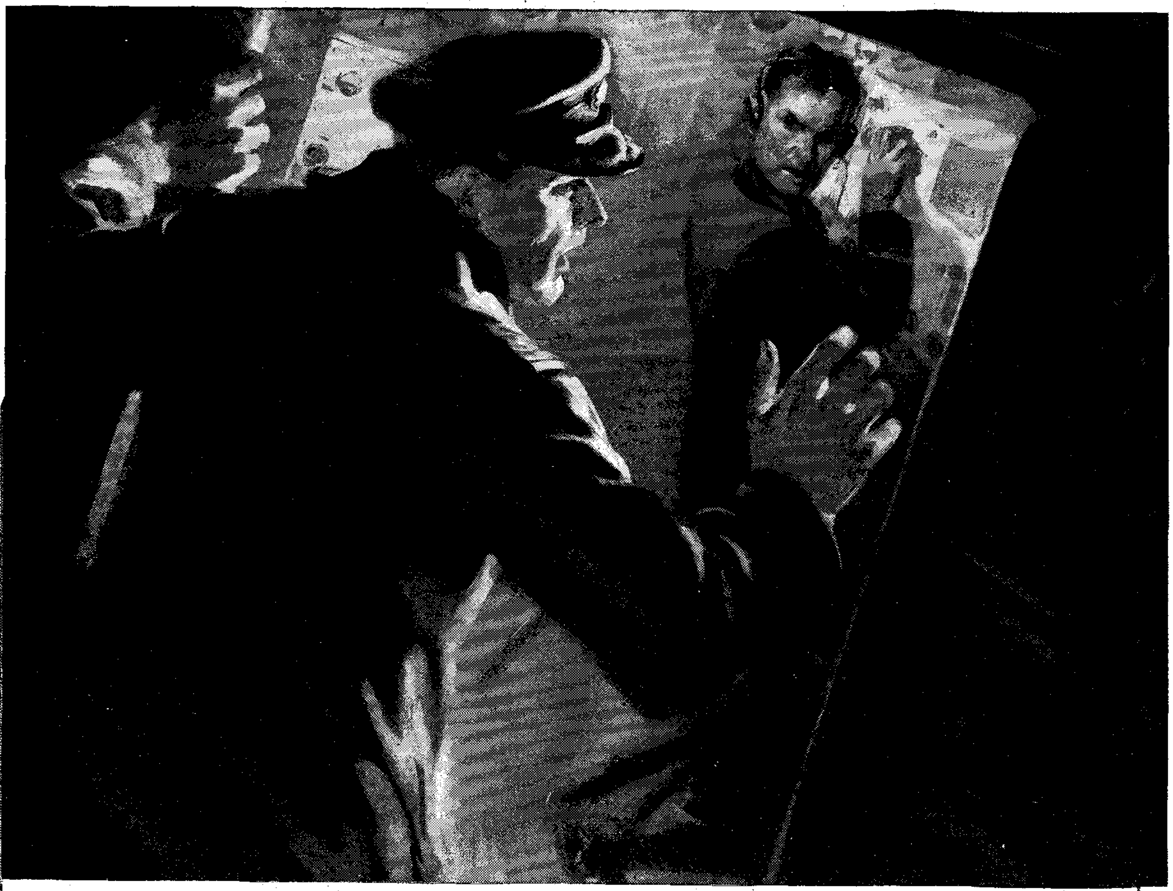
NORTHWEST ROUTES

| | |
|---|---|
| Seattle, Tacoma, Portland | Pacific Air Trans. |
| San Francisco, Oakland | West Coast Air Trans. |
| Portland, Medford, San Francisco | " " |
| Oakland, Los Angeles | Pacific Air Trans. |

NOTE: Acknowledgment is due to the Aeronautical Chamber of Commerce, New York, for latest information relative to airway services.

**BUILDING THE FORTRESSES OF HEALTH**

One of a series of messages by Parke, Davis & Company, telling how the worker in medical science, the physician, and the maker of medicines are surrounding you with stronger health defenses year by year.



# When the heroes in your blood send out an "S.O.S."

The victim of anemia is like a disabled ship at sea. The heroic red corpuscles in the blood, their number decimated by severe losses, or overtaxed by strain, do their best to send out signals of distress.

Often these signals are only a paleness of the skin, or extreme tiredness from slight exertion. At other times the symptoms are more complex and therefore more baffling. In any case, whether simple or complex, no one but a physician can interpret these signals correctly.

Some people still believe that all they need do to cure anemia is to take a "tonic" of one kind or another. Others think that the word "anemia" is synonymous with "paleness," and parents carelessly say, "My daughter is just a little anemic—she will soon get over it." But the matter can't be dismissed so lightly as that.

The various forms of anemia require different kinds of treatment. There are "primary" anemias and "secondary" anemias. The secondary variety often follows hemorrhage or accompanies some disease which impoverishes the blood, while the primary anemias (the "green sickness" of young girls, and pernicious anemia) have entirely different causes. Only a qualified physician can make an accurate diagnosis and prescribe the proper treatment.

**Recent significant discoveries**

Less than four years ago pernicious anemia was almost certain to have a fatal outcome. Then an important scientific discovery was made that practically assured rapid improvement in most cases.

And now, within the past year, Parke-Davis scientists, in collaboration with the staff of one of America's leading universities, have made a discovery which is accepted in medical circles as a still further advance in the conquest of pernicious anemia. To nearly all who are afflicted the outlook has completely changed. Instead of finding themselves in a losing, almost hopeless battle, they may face the future cheerfully and with the well-founded hope of living long and healthy lives.

**PARKE, DAVIS & CO.**

The world's largest makers of pharmaceutical and biological products

**Parke-Davis Products**

*for your everyday needs*

Here are a few Parke-Davis preparations for your personal use, made with the same exacting care which marks the manufacture of Parke-Davis medicines:

**Milk of Magnesia**
**Mineral Oil** (Heavy)
**Hydrogen Peroxide**
**Standardized Cod-liver Oil**
**Neko** (Germicidal Soap)
**Shaving Cream**
**Euthymol Tooth Paste**

Ask your druggist for Parke-Davis Products

# Glimpses of NATIONAL PARKS

These brief hints of the characteristics of our national playgrounds are presented to our readers in the form of quotations from the Government's official descriptions. Rail approaches are mentioned elsewhere in our outlines of western systems.

### ACADIA
**Mt. Desert Island, Maine**

"A varied and beautiful exhibit of seacoast, mountain, and eastern forest . . . There are more than a dozen mountains in the group, which is cut into two parts by a fine fiord called Somes Sound. Fresh-water lakes lie in the hollows. Forests of coast pines, cedars, and deciduous trees of many kinds border the mountains. . . ."

### BRYCE CANYON
**Southwestern Utah**

"It is three miles long and two miles wide, and the space between the upper rim is filled with an almost endless variety of shapes and forms carved by the sculpturing forces of erosion. These fantastic carvings vie in interest with the brilliant exotic color that glows throughout."

"It is a miracle of erosion, astounding in its beauty."

### CRATER LAKE
**Southwestern Oregon**

"While the lake, with its inclosing crater wall, is the great central attraction, there are numerous other points of interest, including canyons, and waterfalls.

"The Rim road is unlike anything else in the world, being 34 miles of highway that completely encircles the rim, offering incomparable views of the lake and the crater, with occasional glimpses of a vast panorama of southern Oregon and northern California."

### GENERAL GRANT SEQUOIA
**Western Slopes, Sierras**
**Middle Eastern California**

"Thousands of Big Trees, of which several hundred are more than 10 feet in diameter and 300 feet in height, while some have base diameters between 25 and 57 feet. The oldest of these giants are undoubtedly between 3,000 and 4,000 years old—perhaps even more ancient—the oldest and largest living things in the world."

### GRAND CANYON
**North Central Arizona**

"Even the most superficial description of this enormous spectacle may not be put in words. The wanderer upon the rim overlooks a thousand square miles of pyramids and minarets carved from the painted depths. Many miles away and more than a mile below the level of his feet he sees a tiny silver thread which he knows is the giant Colorado."

### GRAND TETON
**Northwestern Wyoming**
**11 miles south of**
**Yellowstone Park**

"Newest of the national parks. . . The Grand Teton Mountain group, scenic climax of the park, is one of the noblest in the world, and one of the few that can be described accurately as cathedral-like. Its great central spire is formed by the summit of the Grand Teton itself. . . ."

### GLACIER
**Northwestern Montana**
**Adjoining Waterton**
**Lakes Park, Canada**

"It is a richly colored land of gigantic cirques, ruggedly modeled mountains, enormous twisting glacier-scooped valleys, precipices thousands of feet high, innumerable rushing streams, and hundreds of lakes of unusual romantic beauty."

### HAWAII
**Volcanic areas on Two**
**Hawaiian Islands**

"Includes the summits of three volcanoes of world celebrity—Haleakala, on the island of Maui, and Mauna Loa and Kilauea, on the island of Hawaii. The volcano Haleakala is a monster of more than 10,000 feet, which bears upon its summit a crater of a size and beauty that makes it one of the world's show places. The most spectacular exhibit of the Hawaii National Park is the lake of fire in the crater of Kilauea, altho at times this lake has disappeared.

### HOT SPRINGS
**In Ouachita Mountains**
**Central Arkansas**

"Adjoining the borders of the city [of Hot Springs] at the mountain's foot lies the park, a tract of 927 acres inclosing all the 46 hot springs. Nine bath-houses are in the reservation and 10 more in the city, all under government regulation. . . ."

### LASSEN VOLCANIC
**Cascade Range in**
**NorthernCalifornia**

"Here alone within the borders of the United States may be seen and studied the phenomena of volcanic activity. The national park has great natural charm as well as scientific interest. The lava forms, ancient as well as modern, are fantastic and striking. . . ."

### MESA VERDE
**Southwestern Colorado**

"The Mesa Verde stands on the right bank of the Mancos River, down to which a number of small, rough canyons, once beds of streams, slope from the top of the mesa. It is in the sides of these small canyons that the most wonderful and best preserved cliff dwellings in America, if not in the world, are found to-day.

### MOUNT McKINLEY
**South Central Alaska**

"A snow-clad mountain more than 20,000 feet high rising from a rolling plateau, peopled with caribou and mountain sheep. The highest mountain in North America," . . .

### MOUNT RAINIER
**Cascade Mountains West**
**Central Washington**

"In the northwestern corner of the United States rises, from the Cascade Mountains, a series of extinct volcanoes, ice-clad the year around. . . . Easily chief of this kingly band is Mount Rainier, a giant towering 14,408 feet above tidewater in Puget Sound. This mountain has a glacier system far exceeding in size and impressive beauty that of any other in the United States. From its summit and cirques 28 named rivers of ice pour slowly down its sides."

### PLATT
**Southern Oklahoma**

"Sulfur and other beneficent springs, hot and cold, which gush plentifully from an area of 1⅓ square miles in southern Oklahoma, was the reason for the creation of the Platt National Park. It lies in a high country of considerable charm and delightful climate."

### ROCKY MOUNTAIN
**80 miles from Denver in**
**Colorado Rockies**

"Special characteristics: Continental Divide; peaks 11,000 to 14,255 feet altitude; Heart of the Rockies; readable records of Glacial Periods. The valleys on both sides of this range and those which penetrate into its recesses are dotted with lovely parklike glades clothed in a profusion of glowing wild flowers and watered with cold streams from the mountain snows and glaciers."

### SULLYS HILL
**North Dakota**

"It is a rugged, picturesque, forested tract bordering the southern shore of Devils Lake. It is a wild-animal preserve, and has historic associations.

### YELLOWSTONE
**Northwestern Wyoming**

"Special characteristics: Geysers and hot springs; wonderfully colored canyon; large wild-bird and animal refuge. . . . most widely celebrated of all our national parks because it contains more and greater geysers than all the rest of the world together. The Grand Canyon of the Yellowstone is altogether different (from the hot-water phenomena). What makes it a scenic feature of the first order is its marvelously variegated volcanic coloring. It is the cameo of canyons. Another interesting feature of the Yellowstone National Park is its wild-animal life.

### YOSEMITE
**Crest of the Sierras**
**Middle Eastern California**

"Special characteristics: Unique valley of unusual charm, spectacular waterfalls, and an outlying granite wilderness of marvelous beauty. . . .

"The ancient Yosemite Glacier, as it forced its way slowly through the narrow, stream-worn gorge, quarried away and steepened the sides, thereby producing towering cliffs and transforming the cascades that poured from the mouths of the lofty hanging valleys to leaping waterfalls. . . .

"The enormous park area above the valley's rim is less celebrated, principally because it is less known. The acquisition and repair by the Government of the Old Tioga road across the park and over the Sierra through Tioga Pass made it accessible."

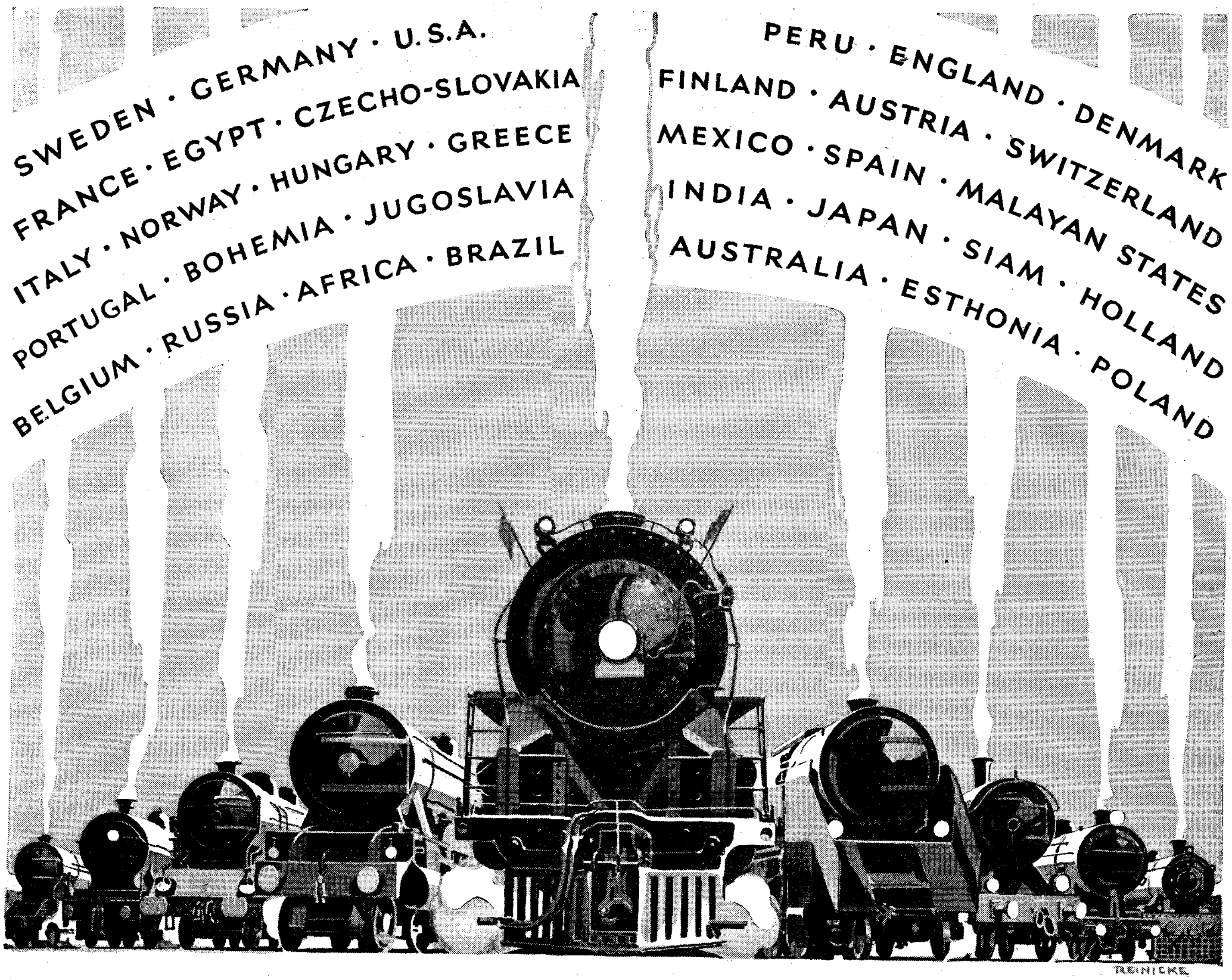
### WIND CAVE
**Black Hills of South**
**Dakota**

"A remarkable limestone cavern in the Black Hills of southwestern South Dakota, not far from one of Custer's famous battle-fields. Its name, Wind Cave, comes from a current of air which passes in and out of its mouth intermittently."

### ZION
**Southwestern Utah**

"Here the famous Vermilion Cliff, whose brilliant red precipice brightens more than a hundred desert miles, joins the glistening White Cliff, another desert feature of celebrity, the white overlying the red. . . . .

"The West Temple is the greatest of the mountains forming the walls of Zion Canyon, and is also one of the great monoliths of the world. From a stairway of many colors it springs abruptly 4,000 feet. Its body is red, and its upper third is white. The East Temple, which rises directly opposite, stands as a sky-line sentinel on the east side of the gorge."


SWEDEN · GERMANY · U.S.A.
FRANCE · EGYPT · CZECHO-SLOVAKIA
ITALY · NORWAY · HUNGARY · GREECE
PORTUGAL · BOHEMIA · JUGOSLAVIA
BELGIUM · RUSSIA · AFRICA · BRAZIL
PERU · ENGLAND · DENMARK
FINLAND · AUSTRIA · SWITZERLAND
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# On the railroads of the world

## *. . . including its four crack trains!*

WHAT'S all this conversation on railway journal bearings about anyway? Why, **SKF** put its first Spherical Bearing into a railway journal so long ago that **SKF** had just about forgotten that this is supposed to be some sort of a super-bearing feat. Of course, it is a tough job for a bearing . . . that is if it stays on the job. But tackling that kind of an assignment is everyday business for **SKF**. Why, there are more **SKF** Bearings . . . many times more . . . in railroad service than all the other bearings of the world combined.

It was sixteen years ago that an **SKF** Bearing went into a journal box for the first time. Since then, that first bearing has been followed by 71,999 other bearings for locomotives, tenders, dining cars, baggage and passenger cars . . . in 33 countries throughout the world.

Get this significant fact when you judge bearing performance by railroad records . . . **SKF** Bearings are used on the four crack trains of the world—The Broadway Limited, The 20th Century Ltd., the Blue Train* of France and the Rheingold Express of Germany!

For, mark you this fact now. The railroads of the world find it far too expensive to buy a bearing on the basis of price . . . which means that the only thing left for consideration is performance . . . and that in turn means **SKF**—always. **SKF** Industries, Incorporated, 40 East 34th Street, New York, N. Y.

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"THE HIGHEST PRICED BEARING IN THE WORLD"

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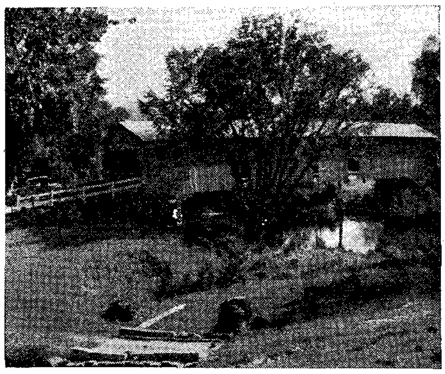
* The Calais-Mediterranean Express

# New England Celebrates

This summer New England beckons welcome to a great Tercentenary Celebration. Three centuries ago the Puritans established the Massachusetts Bay Colony, free and independent of old world rule! Now from Plymouth Bay to the Stockbridges the Commonwealth of Massachusetts is commemorating this step toward liberty.



© Chandler. Courtesy of the Vermont Bureau of Publicity

● **New England's covered bridges linger**

In more than one hundred cities and villages, colorful pageants are being held, historic treasures exhibited.

Thus while the whole season will resemble a glorified "old home week" for the sons of Massachusetts scattered far and wide, throngs of others who can not claim kinship with her will come hither to stand in the footsteps of Governor William Bradford, Captain Miles Standish and listen to the drums of Lexington.

And the historic shrines, time-mellowed towns and natural beauty of all New England will tempt hither thousands of summer visitors.

Of interest to every yachting enthusiast will be the try-out and final races for the *America's* Cup, to be sailed off the Brenton Reef Course, opposite Newport, in August.

So let's take a peep into the regions of this charming corner of our country.

## The Coast of Charm

From the Indian Harbor Yacht Club, at Greenwich, to Passamaquoddy Bay, New England's indented coast is a continuous summer playground.

Connecticut's Long Island Sound shore is lined with inviting waterside communities and numerous beaches, and all her picturesque rivers flow into the Sound.

### *Watch Hill to Newport*

Watch Hill, Block Island, Narragansett Bay, and Newport have been stellar attractions of the Rhode Island coast for generations.

Then follows Newport, of which Walter Prichard Eaton says: "There are plenty of other resorts in America where fashion congregates and has built magnificent homes. But there is only one city where they are, after all, but the continuation of a tradition two hundred years old, and where they have been quite unable to blot out the ancient flavor, but, rather, are toned and mellowed by it."

### *Cape Cod Way*

Now follows the Buzzards Bay country with New Bedford, of whaling fame, the steamer approach to breeze-swept Martha's Vineyard and Nantucket.

Summer tourists flock to the former island, Oak Bluffs, Vineyard Haven or Edgartown.

Beyond Martha's Vineyard the steamer continues to Nantucket. Again quoting the same author:

"Old Nantucket Town is of its kind as beautiful a thing as any in Europe, and to come to it from a modern city like New York is quite as much as to be transported to another land, another way of life. . . .

Northward lies Cape Cod, famed in art and story, its dunes and beaches beloved by summer visitors.

For from Woods Hole, Hyannis, and Chatham, on the South Shore, to Provincetown, out on the crook of the elbow, and back through Yarmouth, Barnstable, and Sagamore of the North Coast, the Cape is a playground of fascinating beaches, dunes, lakes, bays.

### *National Doorstone*

Beyond the Cape, Manomet and the Gurnet mark the inland sweep of Plymouth Bay. And to old Plymouth town come pilgrims without number.

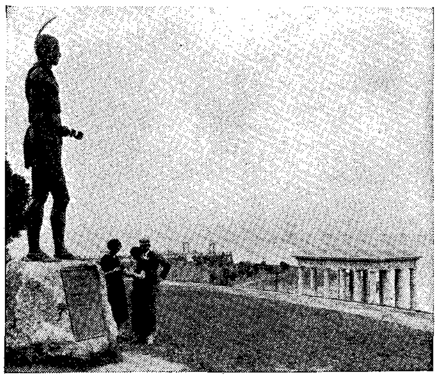
### *North Shore Resorts*

"The North Shore begins its course almost within the limits of Boston itself," writes Edward Hungerford. "Winthrop and Revere and Nahant form the introduction to this wonder coast. . . .

"It is at Swampscott that the cottage life of the North Shore has its inception. . . .

"King's Beach and Fisherman's Beach are the beginnings of North Shore's opportunities for fine bathing. . . .

"Yet all of this—Swampscott, Phillips Beach, Clifton, Devereux—are but preparations for Marblehead, which occupies a long, narrow, rocky headland, giving on the south to an excellent harbor, dotted here and there with small islands. . . .



© Ewing Galloway

● **Massasoit gazes upon Plymouth Rock**

"After Marblehead—Salem.

"Now we are indeed walking the pathways of our America of a full century ago. . . .

"Beyond Salem a branch of the main line of the eastern route of the Boston and Maine bears off sharply to the right and invades what is perhaps the most exclusive, the most elegant, even, of all the North Shore territory. The branch diverges at Beverly, and threads a group of resorts which may fairly be said to be world-famous in their reputation. Montserrat, Beverly Cove, Pride's Crossing, Beverly Farms, Manchester-by-the-Sea, and Magnolia need but little introduction to the average American tourist. . . .

"Gloucester is in truth the gateway to Cape Ann, and Cape Ann, the most determined single thrust of the North Shore out into the waters of the Atlantic. . . .

"The eastern shore route of the Boston and Maine passes through ancient Ipswich and finally comes to Newburyport, at the mouth of the Merrimac. . . .

"From Newburyport on to Portsmouth is another succession of shore resorts. Plum Island, close to the mouth of the Merrimac, is a favorite rendezvous for cottagers. Salisbury Beach is another. From here north . . . come Hampton Beach and Rye and Little Boar's Head.

### *Maine Coast*

With a tidal coast-line of more than 2,400 miles, indented with innumerable bays and dotted with 1,300 wooded islands, Maine's coast-line is the culmination of New England's seashore attractions.

Let us glimpse a few of its high-lights through the Maine Development Commission's official booklet:

"The traveler who enters Maine through its southernmost point, crosses the Piscataqua River into the old town of Kittery, opposite Portsmouth. Kittery, like most seacoast towns, has its distinctive historical interests. . . .

"Beyond Kittery, nine miles east of Portsmouth, lies the town of York, unique in colonial history. . . .

"A mile below York Village is York Harbor, one of the high-class summer resorts of New England. . . .

"At the Harbor, the Short Sands beach, protected by two high headlands, affords ideal sea bathing. . . .

"A little beyond York Beach, toward Ogunquit, is York Cliffs and Bald Head Cliff, in all five or more miles of high, rocky shore, typical of the Maine coast. . . .

"There are longer beaches but none more beautiful than Ogunquit Beach, with never a pebble marring its surface. . . ."

Kennebunkport and Beach follow.

"The splendid sweep of firm, white sands that comprises Old Orchard's wonderful beach is famed the world over. . . .

"Pine Point, Scarboro, Scarboro Beach, and Higgins Beach are just north of Old Orchard, and not far along is Prout's Neck. . . .

"Portland (Maine's largest city), the birthplace of the great American poet, Henry Wadsworth Longfellow, rich in history as well as in natural beauty of environment, and located at the head of Casco Bay with its charmingly diversified shores and picturesque islands, is a gateway to the summer lands of Maine—to shore, mountains, lakes, and woods. . . .

"Bath is a center for tourists. Situated on the west bank of the Kennebec River, twelve miles from beautiful Popham Beach and the open ocean, it offers some remarkably fascinating side trips. It is but sixteen miles, by water, to Boothbay Harbor and the neighboring islands. The sail up the Kennebec, through Merrymeeting Bay to Gardiner and Augusta, is one of the most beautiful in Maine.

"Rockland, the metropolis of the Penobscot Bay region.

"Bangor, sixty miles from the sea, terminal of navigation on the Penobscot, is one of the chief cities of Maine.

"Mount Desert, in island grandeur, stands like a mountain risen from the sea. Fancifully styled "Isle of Enchantment," it seems the crowning glory of the whole Maine coast.

"It is signally appropriate that this wonderful island should have been selected for the site of the first national park that the United States has established east of the Mississippi River, Lafayette National Park.

Courtesy of the Boston & Maine Railroad

● **Smiling Waters of Winnipesaukee**

"Close at hand are the brilliant pleasure colonies of Bar Harbor, Seal Harbor, Northeast Harbor, Manset, and Southwest Harbor. . . ."

*(Continued on page 41)*

# FINANCING POWER FOR INDUSTRY AND HOME

"Our little plant in a town of 3500 people is paying for this engine . . . paying for other improvements . . . has accumulated since the installation additional surplus . . . over $5,000."—thus a progressive southern city increased the earnings of its power plant thru modernization on the Commercial Credit Plan.

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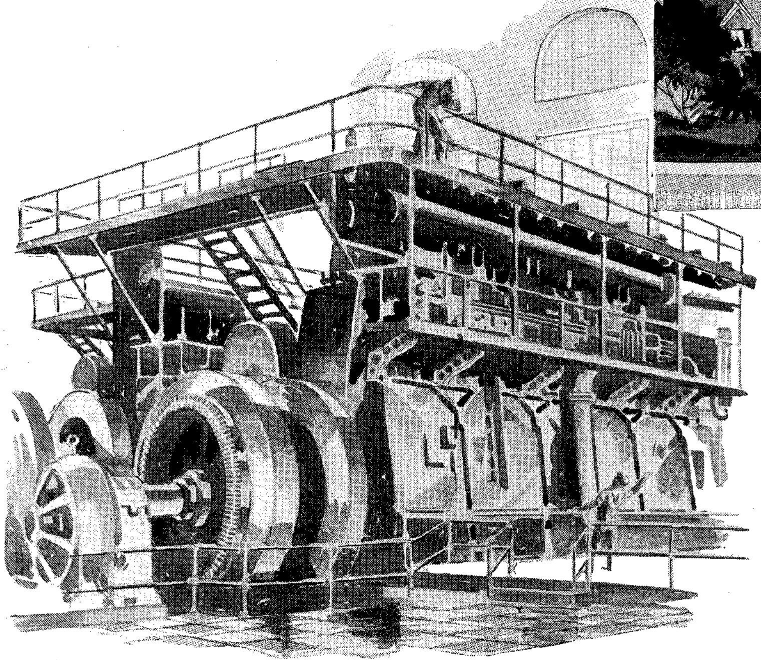

## COMMERCIAL CREDIT PLANS

COMMERCIAL CREDIT deferred payment plans cover every sound field of instalment marketing. Automobiles, boats, machinery of all kinds, equipment in general, refrigerating units, heating plants, electrical appliances, store and office fixtures—more than a score of such broad classifications, including hundreds of individual products, fall within their scope.

Commercial Credit Companies have 182 full operating branch offices and 272 credit offices—454 offices in all—located in the principal cities in the United States where service is available. Commercial Credit Service reaches out to Canada, Europe, Asia, Africa, Australia and South America, and is being extended to all world-markets where conditions justify its introduction.

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COMMERCIAL ACCEPTANCE CO. - - Indianapolis
MIDWEST COMMERCIAL CREDIT COMPANY, Detroit, Des Moines, Milwaukee, Sioux Falls

COMMERCIAL CREDIT COMPANY, Inc., New Orleans
COMMERCIAL CREDIT COMPANY - San Francisco
KEMSLEY, MILLBOURN & CO., Ltd. - New York
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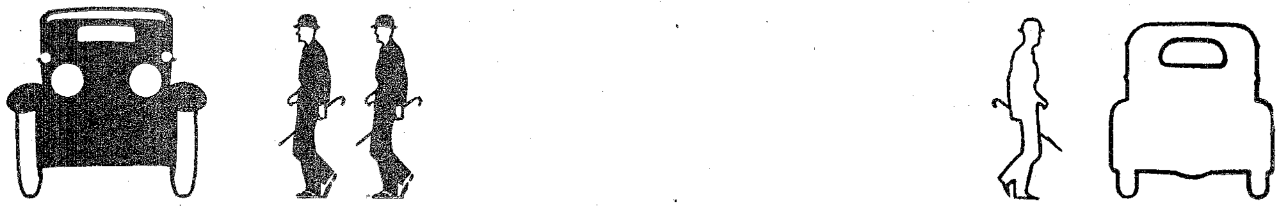
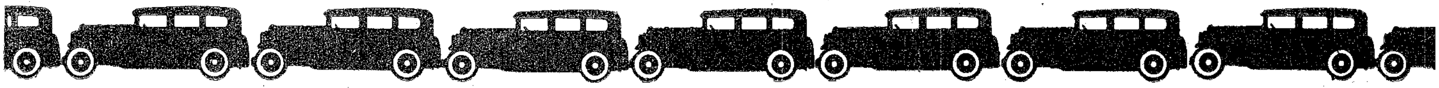
NATIONAL HEADQUARTERS, Baltimore

WHEREVER YOU ARE ~ WHATEVER YOU MAKE, SELL, OR BUY ~ INVESTIGATE COMMERCIAL CREDIT SERVICE

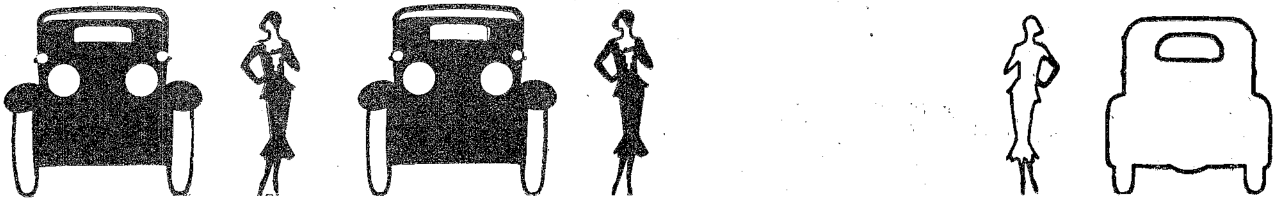
# SIX GREAT RECORDS OF MOTORDOM » » »



TWO PEOPLE HAVE PURCHASED BUICKS, YEA
AFTER YEAR, FOR EVERY ONE BUYER OF AN
OTHER AUTOMOBILE PRICED ABOVE $120



THERE ARE 700,000 MORE PEOPLE DRIVIN
BUICKS THAN ANY OTHER OF THE FIFTEE
MAKES OF CARS IN BUICK'S PRICE CLAS

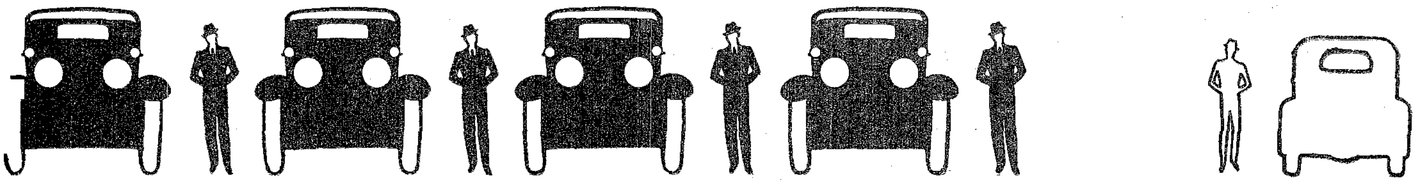


WOMEN, IN EVERY SECTION OF AMERICA, PU
CHASE MORE THAN TWICE AS MANY BUICK
AS ANY OTHER CAR PRICED ABOVE $120

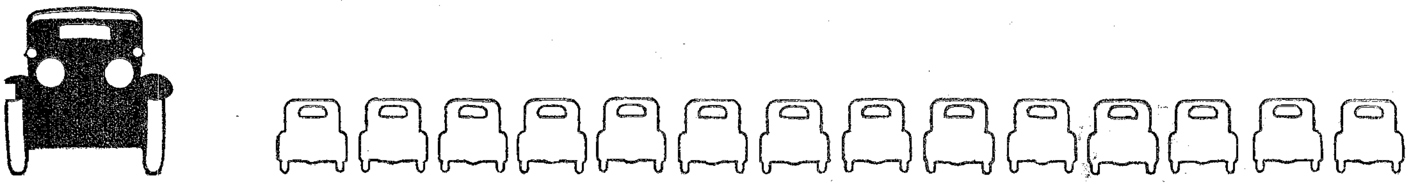
WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD T

# HELD BY BUICK

MORE THAN FOUR OUT OF EVERY FIVE—88 PER CENT OF THE GREAT ARMY OF 1,500,000 BUICK OWNERS—BUY BUICKS AGAIN AND AGAIN.

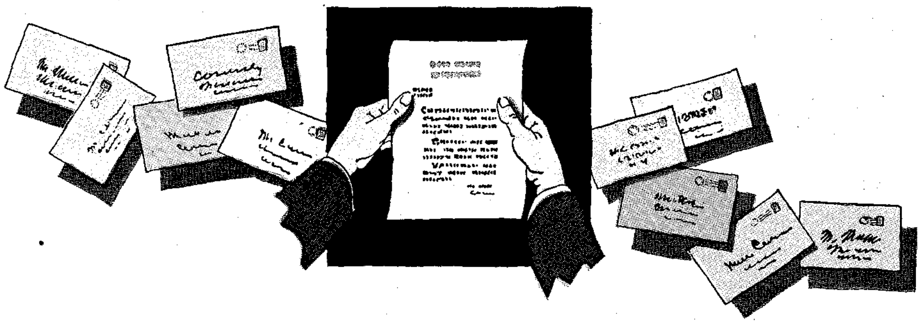


MONTH AFTER MONTH, TODAY'S BUICK HAS WON 30 TO 50 PER CENT OF THE COMBINED SALES OF THE FIFTEEN MAKES IN ITS PRICE CLASS.



BUICK OWNERS ALONE PURCHASE MORE BUICKS THAN THE TOTAL ANNUAL PRODUCTION OF ANY OTHER CAR PRICED ABOVE $1200.

# AN OPEN LETTER



## ....to Highway Commissioners, Mayors, Street Commissioners, Chambers of Commerce, Rotary Clubs, and all organizations devoted to the promotion of civic progress

MANY localities now maintain smooth and dustless gravel type roads for **less** than they formerly paid for unpaved roads that were dusty and rough.

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THE COLUMBIA PRODUCTS COMPANY, Barberton, Ohio
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# FLASHLIGHTS ON OUR NATIONAL MONUMENTS

*"Generally speaking," says the Department of the Interior, "national monuments are small areas reserved to protect objects of historic, prehistoric, or scientific value within their boundaries."*

## ADMINISTERED BY DEPARTMENT OF THE INTERIOR

**Aztec Ruins—New Mexico**
Prehistoric ruin of pueblo type containing 500 rooms.

**Capulin Mountain—New Mexico**
Cinder cone of geologically recent formation.

**Carlsbad Cave—New Mexico**
Limestone caverns of extraordinary size and beauty.

**Casa Grande—Arizona**
These ruins are among the most noteworthy relics of a prehistoric age and people within the limits of the United States. Discovered in ruined condition in 1694.

**Chaco Canyon—New Mexico**
Numerous cliff-dweller ruins, including communal houses in good condition, and but little excavated.

**Colorado—Colorado**
Many lofty monoliths, and is wonderful example of erosion, and of great scenic beauty and interest.

**Craters of the Moon—Idaho**
Weird volcanic region containing remarkable fissure eruption, together with its associated volcanic cones, craters, lava flows, caves, natural bridges, and other phenomena.

**Devils Tower—Wyoming**
Remarkable natural rock tower, of volcanic origin, 1,200 feet in height.

**Dinosaur—Utah**
Deposits of fossil remains of prehistoric animal life of great scientific interest.

**El Morro—New Mexico**
Enormous sandstone rock eroded in form of a castle, upon which inscriptions have been placed by early Spanish explorers. Contains cliff-dweller ruins. Of great historic, scenic, and ethnologic interest.

**Fossil Cycad—South Dakota**
Area containing deposits of remarkable plant fossils.

**Glacier Bay—Alaska**
Contains tidewater glaciers of first rank.

**Gran Quivira—New Mexico**
One of the most important of earliest Spanish Mission ruins in the Southwest. Monument also contains pueblo ruins.

**Hovenweep—Utah-Colorado**
Four groups of prehistoric towers, pueblos, and cliff-dwellings.

**Katmai—Alaska**
Wonderland of great scientific interest in study of volcanism. Phenomena exist upon a scale of great magnitude. Includes "Valley of Ten Thousand Smokes."

**Lewis and Clark—Montana**
Immense limestone cavern of great scientific interest, magnificently decorated with stalactite formations. Now closed to public because of depredations by vandals.

**Montezuma Castle—Arizona**
Prehistoric cliff-dweller ruin of unusual size situated in a niche in face of a vertical cliff. Of scenic and ethnologic interest.

**Muir Woods—California**
One of the most noted redwood groves in California. Located 7 miles from San Francisco.

**Natural Bridges—Utah**
Three natural bridges, among largest examples of their kind. Largest bridge is 222 feet high, 65 feet thick at top of arch; arch is 28 feet wide; span, 261 feet; height of span, 157 feet. Other two slightly smaller.

**Navajo—Arizona**
Numerous pueblo, or cliff-dweller ruins, in good preservation.

**Petrified Forest—Arizona**
Abundance of petrified coniferous trees, one of which forms a small natural bridge. Is of great scientific interest.

**Pinnacles—California**
Many spinelike rock formations, 600 to 1,000 feet high, visible many miles; also numerous caves and other formations.

**Pipe Spring—Arizona**
Old stone fort and spring of pure water in desert region serves as memorial to early Western pioneer life

**Rainbow Bridge—Utah**
Unique natural bridge of great scientific interest and symmetry. Height 309 feet above water, and span 278 feet, in shape of rainbow.

**Scotts Bluff—Nebraska**
Region of historic and scientific interest. Many famous old trails traversed by the early pioneers in the winning of the West passed over and through this monument.

**Shoshone Cavern—Wyoming**
Cavern of considerable extent, near Cody.

**Sitka—Alaska**
Park of great natural beauty and historic interest as scene of massacre of Russians by Indians. Contains 16 totem poles of best native workmanship.

**Tumacacori—Arizona**
Ruin of Franciscan Mission dating from seventeenth century. Being restored by National Park Service.

**Verendrye—North Dakota**
Includes Crowhigh Butte, high butte from which Explorer Verendrye first beheld territory beyond the Missouri River.

**Wupatki—Arizona**
Prehistoric dwellings of the ancestors of Hopi Indians.

**Yucca House**
Located on eastern slope of Sleeping Ute Mountain. Ruins of great archeological value; relic of prehistoric inhabitants.

## ADMINISTERED BY DEPARTMENT OF AGRICULTURE

**Bandelier—New Mexico**
Vast number of cliff-dweller ruins, with artificial caves, stone sculpture, and other relics of prehistoric life.

**Chiricahua—Arizona**
Natural formations known as the "Pinnacles," within Coronado National Forest.

**Devil Postpile—California**
Spectacular mass of hexagonal basaltic columns, like an immense pile of posts.

**Gila Cliff Dwellings—New Mexico**
Numerous cliff-dweller ruins of much interest and in good preservation.

**Jewel Cave—South Dakota**
Limestone cavern of much beauty and considerable extent, limits of which are as yet unknown.

**Lava Beds—California**
Ice caves and battleground Modoc Indian War 1873.

**Lehman Caves—Nevada**
Limestone caverns of much beauty and of scientific interest and importance.

**Mount Olympus—Washington**
Contains many objects of great and unusual scientific interest, including many glaciers. Is summer range and breeding ground of the Olympic elk.

**Old Kasaan—Alaska**
Abandoned Indian village in which there are numerous remarkable totem poles and other objects of interest.

**Oregon Caves—Oregon**
Extensive caves in limestone formation of much beauty; magnitude not entirely ascertained.

**Timpanogos Cave—Utah**
Limestone cavern.

**Tonto—Arizona**
Numerous cliff-dweller ruins of much interest and in good preservation.

**Walnut Canyon—Arizona**
Contains cliff-dwellings of much scientific and popular interest.

**Wheeler—Colorado**
Of much interest from geological standpoint as example of eccentric erosion and extinct volcanic action.

## ADMINISTERED BY WAR DEPARTMENT

**Big Hole Battle Field—Montana**
Site of battle-field on which battle was fought Aug. 9, 1877, between a small force of United States troops and a much larger force of Nez Perce Indians, resulting in rout for the Indians.

**Cabrillo—California**
Of historic interest because of discovery of the territory now partly embraced in the State of California by Juan Rodriguez Cabrillo, who at this point first sighted land on September 28, 1542.

**Castle Pinckney—South Carolina**
Fortification built in 1810 to replace a Revolutionary fort.

**Chalmette—Louisiana**
Erected in memory of the Battle of New Orleans, which was fought on January 8, 1815.

**Fort Marion—Florida**
Fort built by Spaniards in 1656.

**Fort Matanzas—Florida**
Relic of Spanish invasion.

**Fort McHenry—Maryland**
Restored and preserved as birthplace of "Star-Spangled Banner."

**Fort Niagara—New York**
Site for erection of cross to commemorate a cross erected by Father Millett in 1688 on what is now the Fort Niagara Military Reservation.

**Fort Pulaski—Georgia**
Built in 1810 to replace Fort Greene of the Revolution.

**Fort Wood—New York**
*Site of the Statue of Liberty, New York Harbor.*

**Kennesaw Mountain—Georgia**
Site of battle fought June 27, 1864.

**Meriwether Lewis—Tennessee**
Contains grave of Captain Lewis of the Lewis and Clark Expedition.

**Mound City Group—Ohio**
*Famous group of prehistoric mounds in Camp Sherman* Military Reservation.

**White Plains Battle Field—New York**
Memorial tablet to indicate the position of the Revolutionary Army under the command of General Washington.

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# New England's Mountains and Lakes

Rising between the Valleys of the Housatonic and Naugatuck Rivers in western Connecticut begin New England's hills and mountains, stretching far northward to the Canadian border. Their tourist and residential attractions are innumerable.

## *Litchfield and Berkshire Hills*

These highlands of Connecticut are included in the Litchfield Hills country, crowned by such hill towns as Litchfield, Norfolk, Woodbury, all with immaculate elm-shaded greens and some of New England's oldest and purest types of Colonial homes.

Northward the Litchfield Hills merge with the Berkshires of Massachusetts.

"They are," as one writer remarks, "the most human of hills, where the valleys count for half the charm. Perhaps that is why all Berkshire visitors come again."

And Berkshire towns such as Great Barrington, the Stockbridges, Lenox, and Pittsfield typify the best in New England.

## *Green Mountain Summerlands*

The western backbone of New England continues on and Vermont bears it northward to Canada with her Green Mountains.

From Manchester to Newport countless delightful playgrounds on lakes, crystal streams, and rivers, line or nestle among these green highlands and valleys.

And over their entire length winds the famous Long Trail, delight of hikers and nature lovers.

"This Footpath in the Wilderness," says the State's official description, "may be divided into several sections in order of its completion. One, beginning at Johnson, Vermont, crosses Sterling Mountain, Smugglers' Notch, Mount Mansfield, Nebraska Notch, Bolton Mountain, and Camel's Hump, and offers more in important scenic features than any other equal distance on the 'Long Trail.'

"Another division extends from Camel's Hump to Killington Peak. The fifty miles from Middlebury Gap to Winooski River is called the 'Monroe Skyline Trail,' and is a scenic marvel from beginning to end.

"The next section of the Long Trail to be opened was in Bennington and Rutland Counties, from the Massachusetts line to Killington Peak, distinctively a forest trail through hilly woodland until Glastenbury Mountain, 3,764 feet in elevation, is crossed.

"The remaining section, recently completed, lies between Johnson, Vermont, and Jay Peak, about forty miles."

Final completion of Long Trail, recently made, carries it from Jay Peak directly to the Canadian line.

The Green Mountain Horse Association of Rutland is sponsoring a series of bridle-paths through the mountains.

Idyllic lakes, rivers, and streams are found east and west of the mountains.

Champlain's silver sheen is seen along the western border with the charming islands north of Burlington.

Bomoseen, St. Catherine, Benson, Hortonia are exquisite natural pictures. The wooded banks of the Winooski, Missisquoi, and Lamoille Rivers are delightful.

Along the eastern border flows the picturesque Connecticut River, and between it and the mountains are other lakelands and rivers, including Lake Willoughby, Crystal Lake, Lake Caspian, Lake Eden, Brighton, and Star Lakes. In the north is extensive Lake Memphremagog.

## *New Hampshire's Mountains, Lakes*

From the summits of the Green Mountains, looking east, we may see cleaving the horizon the peaks of the White Mountains of New Hampshire.

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The S. S. Transylvania, a first-class transatlantic liner of 23,500 tons displacement . . . leaving New York Jan. 17, 1931, returning to New York, April 24, 1931 . . . first visits Trinidad, then the South American ports of Rio, Santos, Montevideo, Buenos Aires and Tristan Da Cunha . . . and then on to Africa and the Mediterranean . . . Three cruises in one. You travel as you live, leisurely and in complete home comfort. Rates $1450 up.

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As the State of New Hampshire official booklet says:

"With eighty-six mountain peaks in an area of 1,270 square miles, such diversity of scenery is seldom found in such a limited space as is presented by the White Mountains. Here are towering forest-skirted summits, intervales, lakes, and mountain streams—in fact, the presence of water in its every variety of form is one of the charming features of this renowned region. The White Mountain National Forest consists of about 435,000 acres and includes several mountains over 5,000 feet high.

"Mt. Washington, 'The Crown of New England,' rises 6,293 feet.

"There are higher mountains in the world, but no mountain in America has filled so large a place in popular favor as this majestic New Hampshire peak."

Generations of tourists have and will continue to feast their eyes upon its vast outlook.

Then there are the famous Notches, including "The Great Stone Face" and other wonders of Franconia Notch; the Crystal Cascades of Pinkham Notch; the virgin forest of Greeley Pond Notch; the Lost River of Kinsman Notch; the Saco flowing through the Crawford Notch; and the rare beauty of Lake Gloriette atop the Dixville Notch.

Lordly peaks outside the White Mountains include Monadnock, Kearsarge, Cardigan, Moosilauke, and others.

Five hundred lakes and ponds add their charm to New Hampshire's playgrounds. Island-dotted Winnipesaukee is queen of them all, twenty-five miles long, ten wide, and navigated by the historic steamboat *Mt. Washington.*

Elsewhere in the State other lakes such as Ossipee, Crystal Lake, Winnisquam, Canaan; Newfoundland Lake; Bristol; Mascoma Lake, Enfield; Lake Sunapee, Burkehaven, Squam Lake, Asquam, have their attraction as well as the long reaches of the Connecticut River on the western border and the Androscoggin in the northeast, and Salmon Falls River of the southeastern border.

### *Mountains and Lakes of Maine*

One-third of Maine's surface is mountainous.

The white surf of Mount Desert foams against the base of lofty mountains and, inland, Kineo Mountain towers over the clear waters of Moosehead Lake, while Maine's crowning summit is that of Mt. Katahdin, third highest peak east of the Rockies. The Runk Mountains of Washington County are regions of unspoiled nature, as are the Allegash in northern Aroostook.

Maine has almost two and one-half thousand lakes famed for scenery and renowned for fishing. To quote the official "State of Maine Booklet":

"For anglers who consider the small-mouthed black bass the supreme fighter of all the many finny tribe, the Belgrade Lakes region invites attention. . . .

"The Sebago region of southwestern Maine has been famous for generations. . . .

"No fishing-waters in America are better known than the Rangeley Lakes with their long, tongue-twisting Indian names. . . .

"The Moosehead and the Allagash region is largely a primeval wilderness of lakes and streams and mighty forests. . . .

"Less well known than some of the other Maine waters, the Fish River chain of lakes provides fine sport. . . .

"The quick-water-loving salmon is taken in the waters of Grand Lake Stream and Grand Lake. . . ."

New England coastwise and inland waterway routes are outlined in another section of these articles. New England rail lines, with a huge mileage of co-ordinated motor-coach services, include the New Haven System; the Boston and Albany division of the New York Central Railroad; the Boston and Maine; Maine Central; Bangor and Aroostook, and the Canadian National Railways.

## New York's Invitation

"Come and play. A health-giving welcome awaits you in New York State's parks and playgrounds. The latch string is out. Enjoy a vacation amid mountains, lakes and streams, or on the ocean beaches—" This is the cordial official invitation of the State Council of Parks in its book "New York State Parks and Highways."

### *Island of Delight*

Long Island's diversity makes possible all forms of summer play. Bathing par excellence; golf on more than eighty courses; yachting on Sound, Bay, Ocean, polo on famous fields; championship tennis as seen from the world's greatest tennis stadium at Forest Hills; a network of superb motor roads; bridle paths for horse devotees; fishing in fresh and salt water

The North Shore, a succession of deep bays, forested headlands and vistas of the blue waters of Long Island Sound is lined for many miles with attractive towns and beautiful estates.

Some of these include: Great Neck, flanked by Little Neck and Manhasset Bays; Roslyn, facing Hempstead Harbor, Locust Valley with its Piping Rock Country Club; Bayville, whose front door is the Sound; Oyster Bay, where sleeps Theodore Roosevelt; Huntington center of the Lloyd and Eaton Neck region; Smithtown and its bay reaching inland to St. James; Stony Brook amid the woodlands; Port Jefferson and its traditions of Captain Kidd; Greenport gateway to Shelter Island and Connecticut.

In central Long Island are regions of pastoral charm with quaint wayside towns

One hundred and eighteen miles of Sandy Beach line the South Shore with its islands and long, narrow bays. On its outer edge breaks the Atlantic surf borne in upon invigorating ocean breezes.

East of the Rockaways and Long Beach stretch the Great South, Moriches and Shinnecock Bays bordered by famous resort communities.

Among these are: Babylon, the approach to Oak Island; long established Islip; Patchogue and the Moriches, popular bayside towns; the Hamptons beginning with West Hampton, Quogue and Hampton Bays, aristocratic Southampton with its near-by National Golf Club; Bridgehampton and East Hampton, home of famous men of letters. At the very end of the South Shore formerly desolate, sands are being transformed into the modern community of Montauk.

Eastern Long Island is deeply indented by the Little and Great Peconic Bays famed yachting waters, with Riverhead their headquarters. Beyond these bays the branching arms of Long Island "hold lovingly as a rare jewel," Shelter Island.

### *Westchester's Playgrounds*

Digressing a moment from the State Parks, mention must be made of the superb system of public playgrounds included in the Westchester County Park System.

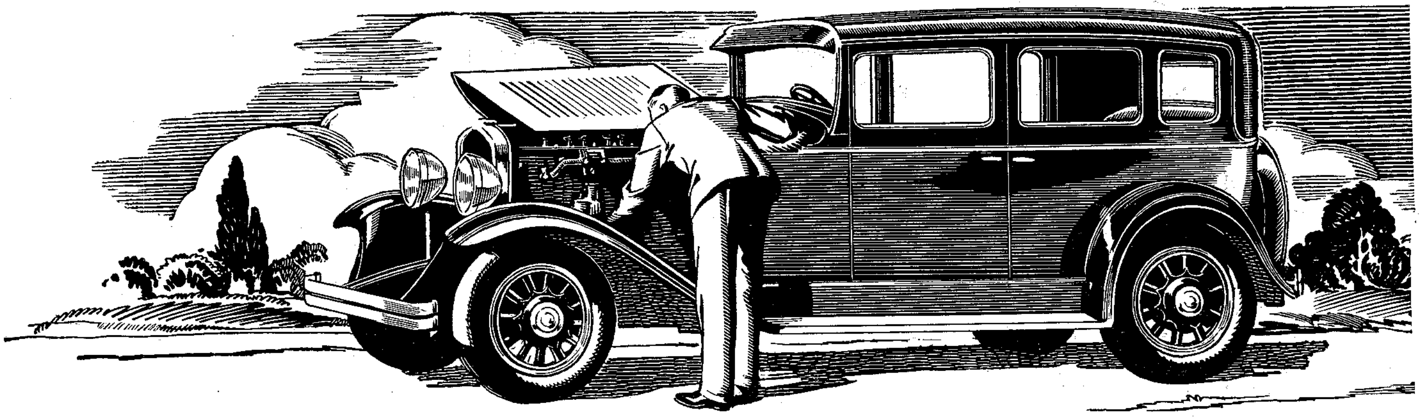
This embraces three parks on the shores of the Hudson, two on Long Island Sound, five inland, and also nine scenic parkways.

### *The Hudson's Multiple Charms*

It is because the Hudson River offers a variety of scenery, historic association, legend and romance that it attracts summer tourists numbering many thousands.

Its Palisades are distinctive, unduplicated elsewhere. Its Highlands, rising forest-clad from the winding channel, are impressive. Its panoramic views of hill and mountain are inspirations of artists.

It is a river of history, for once its banks echoed with the din of battle. Fort Washington saw bitter defeat, Stony Point, glorious victory. Kingston felt the torch, and a tomahawk was flung in the Schuyler Mansion at Albany.



# Somebody's mistaken!

ASK ANY AUTHORITY on lubrication this question: "Can the 'crude' in itself ever control the quality of a finished motor oil?"

"No," he would answer. "Because manufacturing always changes the oil properties present in the 'crude.' From the same 'crude' you can get a dozen oils of widely different quality."

Yet you often hear — "This is the best oil for your engine because it is made from such and such 'crude'."

Somebody's mistaken! Motor oil is made—not found.

### THE NEEDS OF YOUR ENGINE COME FIRST!

Quality in a lubricant can be measured only by suitability *for your engine.* The crude oil alone never guarantees quality!

The makers of Mobiloil start with the needs of your engine in mind—not with the crude that happens to be available. From the most thorough study of gasoline engines ever made, they know lubrication needs. These needs dictate the processes, the equipment, and the choice of "crudes" to be used in the manufacture of Mobiloil.

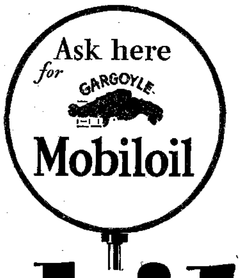
### WHAT ARE THE NEEDS OF YOUR ENGINE?

Mobiloil manufacturing methods build into the grade of Mobiloil recommended for your engine *all* these properties in exactly the right proportions: *Carbon control, heat resistance, oily character,* and *oxidation control.*

These properties are made — not found.

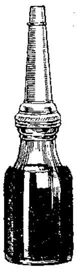
Put the manufacturing experience of the world leaders in lubrication to work in your crankcase. Drive in where you see the Mobiloil sign. The Mobiloil Chart tells you exactly which grade of Mobiloil to ask for.

**VACUUM OIL COMPANY**

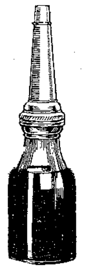


LOOK FOR THIS SIGN

**TWO OILS MAY LOOK ALIKE**



They may show no marked difference in performance immediately.



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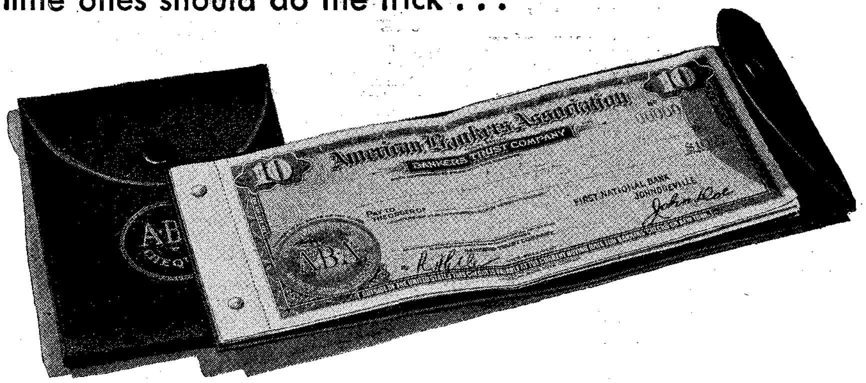

You avoid money trouble if you carry A. B. A. Cheques. For the payment of U. S. Customs duties, certified checks are required. A. B. A.'s are the only certified travel Cheques. They are issued in amounts of $10, $20, $50, $100 and $200 in the convenient size of the new United States money. Buy them at your own bank—spend them anywhere.

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Legend, folklore, and story surround its shores and hinterland. Sleepy Hollow has its Headless Horseman, the Catskills their Rip Van Winkle. And the stately old Manor Houses still look down upon the river, as many of them did when the horn of the stage coach rang from the Albany Post Road and Robert Fulton's *Clermont* came chugging up-stream.

Steamer services are described under another section. Rail routes include the New York Central Railroad.

### *Palisades Interstate Park*

Opening again the State Parks' booklet, we read:

"The Palisades Interstate Park extends along the west bank of the Hudson River between Fort Lee, New Jersey [where the world's greatest suspension-bridge is in process of construction] and Cornwall-on-the-Hudson, with a total river frontage of twenty-two miles, and stretches back a distance of twenty miles in Rockland and Orange counties. The Park comprises about 47,000 acres. . . . Bear Mountain is the center of administration of the New York State divisions of the Interstate Park, and the scene of its most intensive recreational use. It is forty miles north of New York City. . . ."

Continuing up the Hudson past West Point; with a glimpse of Washington's Headquarters on the slopes of Newburgh, and passing beneath the two bridges at Poughkeepsie, the Catskills loom against the horizon.

### *Catskill Mountain Attractions*

"The chief enjoyment of the Catskill Mountain region within which the State owns 160,000 acres of forest land, is in its magnificent scenery. Slide Mountain, the highest point in the Catskills, has an elevation of 4,204 feet, and is surrounded by several lesser peaks. There are many rocky glens and gorges, deep, cool valleys, and forested mountain slopes that will well repay the visitor for a day or a week spent in a region where the tales of Washington Irving still haunt many of the hamlets. Snuggling Dutch villages, dating back to colonial days, with their fine examples of early colonial architecture, serve to remind the visitor of the days of lavender and old lace."

Eastern gateways to the Catskills include, among others, Kingston and its connection with Ulster and Delaware Railroad for the Woodstock, Phœnicia, Twilight Park, Roxbury, Grand Gorge, Stamford, and Davenport Mountain regions, and Catskill, with motor-coach routes to various parts of the mountains.

### *Taconic Park*

East of the Hudson the Taconic State Park, a unit of the New York-Connecticut-Massachusetts tri-State park on the mid-eastern New York State line, including a portion of the Berkshires and Bash Bish glen and falls, is being developed with better roads and camp sites.

We move again northward along the Hudson.

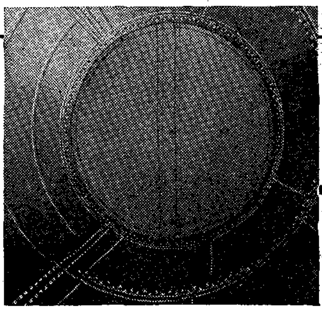
Approaching Albany there is a glimpse of an ancient homestead, Fort Craillo, in the garden of which was penned "Yankee Doodle." At Troy navigation ends, and the historic route to Canada must be continued by land. Thirty miles beyond, at Saratoga, we come again upon history, health-giving waters, and amusement.

### *America's Greatest Spa*

"To-day, Saratoga Springs, racing center of the country during the month of August, pays slight heed to the interesting history of the surrounding region," says the Council of Parks publication. "Yet it was at Schuylerville, then known as Saratoga, a short distance east of Saratoga Springs, where General Burgoyne surrendered, in 1777, after the most decisive battle of the Revolution, which marked the beginning

# *Dangerous* ACID SHIPMENTS NOW MADE SAFE!

## *by exclusive Goodrich process of vulcanizing soft Rubber to Steel*



MORE THAN 100 tank cars lined with Acidseal Rubber by the Vulcalock Process are now in use. These cars have 40% to 80% greater capacity than old-type wood cars. The first car built is still in service after 6 years of use.

●

***TWIN GOODRICH DEVELOPMENTS***
***—Acidseal Rubber and the Vulcalock Process—insure safety in acid transport***

**FOR years it has been a problem . . . how to transport corrosive acids with economy and with safety to life and property.**

**Few substances can resist the destructive action of strong acids. The most common substance . . . glass . . . is subject to breakage. And breakage means not only damage to equipment and goods in transit, but possible danger to life and limb.**

**In this case, a twin development by Goodrich provided the solution.**

**One of these was Acidseal Rubber. Rubber resistant to corrosive acid action.**

**The other . . . and possibly the most remarkable of all Goodrich developments . . . was not a product but a process. The process of vulcanizing soft, pliable rubber to steel. Making a perfect bond between two radically differing materials.**

**Today, countless gallons of dangerous acids are carried in tank cars lined with Acidseal Rubber by means of the Vulcalock process. All shipments are carried safely. There is nothing to break . . . no chance of spillage . . . no danger.**

**Safety, economy, and convenience have taken the place of risk. The cars have from 40% to 80% greater carrying capacity than old-style wood cars. Lining requires no attention—maintenance costs are eliminated. And in plants where acid is handled in volume, the same principle is applied equally well to storage tanks and piping systems.**

**Applied science enabled Goodrich to offer this dramatic solution to a vital problem. Applied science likewise brings solutions to other less unusual, but not less important, industrial difficulties.**

**Executives are invited to put their problems before Goodrich, through the Goodrich Industrial Research Committee. They may address the Chairman of this Committee, who will be glad to discuss either existing solutions or the advisability of special research in Goodrich laboratories. The B. F. Goodrich Rubber Co., Est. 1870, Akron, Ohio.**

## ACIDSEAL RUBBER

## *Another* B.F. Goodrich *Product*

**32,000 rubber articles, representing more than a thousand distinct rubber products—Goodrich Silvertowns • *Zippers* • Rubber Footwear • Drug Sundries • Soles • Heels • Hose • Belting • Packing • Molded Goods.**

of the end of the struggle for American Independence. Much of the battlefield area at Bemis Heights is now a State park and historical reservation."

The State opened, last year, the palatial new Lincoln Bath House, equipped for every kind of hydrotherapeutic treatment.

© Ketterlinus. Courtesy of the Atlantic City Convention and Publicity Bureau

● Atlantic City's boardwalk

State-owned and State-controlled, this is an initial step by the Conservation Department to make Saratoga one of the world's greatest spas.

## Trail to Lake George

North of Saratoga Springs, situated on the "War Trail of the Nations," the "Old Military Road" to the north and the "Great Carry" Glens Falls on the upper Hudson is a town of history and romance. Here the visitor may see the Leatherstocking Cave of Cooper's "Last of the Mohicans."

Beyond we pass "Bloody Pond" of grim memories, and then the idyllic waters of Lake George come into view.

"Battles between the French and English were fought over much of the ground, now also a State reservation, at the head of Lake George, a body of water recognized as one of the most beautiful on the American continent."

## Champlain's Shores

A few miles beyond the foot of the lake we come upon the waters of another superb inland waterway.

"Lake Champlain, skirting the eastern border of the Adirondacks, more than 100 miles in length, bears the name of its discoverer, Samuel de Champlain, who first heard of this 'Great Inland Sea' from friendly Huron Indians around a campfire at Quebec."

And here begin a series of famous forts.

"Fort Ticonderoga, erected by the French in 1755, marked the southern outpost of the nation. . . .

"Fort St. Frederic, erected by the French in 1731, on a point of land jutting out into Lake Champlain, a few miles north of Crown Point village, once mounted no less than sixty-two cannon and was to have become the French capital of an empire planned to extend from the Connecticut Valley to Lake Ontario."

Near by are the Champlain Memorial Lighthouse, and the new highway bridge joining New York and Vermont.

## Adirondack Fascinations

"Playground of hundreds of thousands, attracting in winter as well as in summer, the Adirondack Park with its 2,000,000 acres, its mountains, streams, and lakes, webbed with a splendid system of highways, is the largest Forest Preserve in the United States, with but a single exception. Not only do the Adirondacks afford a wealth of unsurpassed scenery, but the region is accessible by both automobile and railroad from a dozen or more points."

Various gateways lead into the mountains to Lake Placid and the Saranacs, to St. Regis, Indian and Blue Mountain Lakes, to the Fulton Chain, Raquette and the Tupper Lakes—to mention just a few vacation objectives.

Rail routes include the New York Central System and the Delaware and Hudson.

## Thousand Islands

"From either Malone or Potsdam, the motorist can drive along the St. Lawrence River to Alexandria Bay and Clayton, gateways to the Thousand Islands, with their charming scenery and summer activities.

"New York State offers eleven camp sites on the St. Lawrence River, five being on the mainland and accessible by automobile.

"The six island camps include two on Grindstone Island, two on Well's Island, one on Mary's Island and one on Cedar Island."

For steamer service on the St. Lawrence, turn to our "Inland Waterway" section. The rail gateway to the Thousand Islands is Clayton, on the New York Central Railroad.

## Historic Mohawk Valley

"From the Thousand Islands, the motorist may drive south to Syracuse, the Central New York State Parks region and the Finger Lakes State Parks region, or he can swing to Utica, or by way of the scenic Boonville Gorge to Rome and reach the main trunk line traversing the central part of the State.

"There are a number of historic places in the Mohawk Valley, including Guy Park House, at Amsterdam; the Sir William Johnson Hall, a baronial mansion built in 1762, and a stone blockhouse, located in Johnstown. The mansion was the scene of many activities that shaped the destinies of the United Colonies. Many Indian councils were held within the circle of locust-trees still standing. Herkimer Home, two miles east of Little Falls, is the original home of Gen. Nicholas Herkimer, hero of the battle of Oriskany.

"At Rome, in 1777, the Stars and Stripes were first unfurled in battle on land at the siege of Fort Stanwix, now partly owned by the State."

The Mohawk Valley is traversed by the New York Central Railroad.

## Leatherstocking Land

South of the Mohawk Valley, State roads passing over scenic and historic territory lead to the region made famous by James Fenimore Cooper. Over the Cherry Valley Turnpike from Albany, over the Catskill Mountain trails from the Hudson, from Binghamton via Oneonta, or from offshoot from the Mohawk route, Cooperstown, on Otsego Lake, is the objective.

## Central New York Parks

"With its hills and dales, central New York itself is a section of ever-changing scenic beauty, with State highways leading to all points.

"The parks in this area of the State include Chittenango Falls State Park, twenty miles southeast of Syracuse; Gilbert Lake, a few miles northwest of Oneonta; Lily Lakes State Park, eleven miles northwest of Binghamton; Clark Reservation near Jamesville; Selkirk Beach and Spy Island, Lake Ontario.

## Finger Lakes Wonders

"The Finger Lakes Region, in Central New York, is one of the most picturesque sections of the entire State, the parks themselves including many gorges, lakes, and waterfalls of great beauty.

They include: Buttermilk Falls State Park, Cayuga Lake State Park, Enfield Glen State Park, Fair Haven Beach State Park, Fillmore Glen State Park, Stony Brook State Park, Taughannock Falls State Park, Watkins Glen State Park.

At Watkins, overlooking Seneca Lake, in a private park, is Glen Springs, "the American Nauheim," famed for its medicinal waters and therapeutic treatment.

## Western New York Parks

"Letchworth Park is located in Wyoming and Livingston counties and has an area of approximately 6,000 acres. . . .

"The chief characteristics of Letchworth Park are its Genessee River gorge and three waterfalls.

"Alleghany State Park of 65,000 acres, one mile from Salamanca, four miles from Bradford, Pennsylvania. . . .

## Mighty Niagara

"Niagara Falls, thundering on through the centuries, as they come and go, chief center of interest at the Niagara State Park.

"In the thunder of the mighty falls, the Redskin heard the voice of the Great Spirit, in the spray they saw His Habitation. To-day, the white man stands in reverence beside the falls, gazing on one of Nature's most sublime spectacles. Nowhere in the United States is there a sight of greater beauty and grandeur."

# New Jersey's Playgrounds

Breaking upon more than 150 miles of continuous sandy beaches between Sandy Hook and Cape May, the Atlantic surf fringes a notable chain of New Jersey seashore resorts.

Cottage communities face the ocean from Highlands, Seabright, Monmouth, Long Branch, Elberon, Deal, Asbury Park, and Sea Girt, with capacious hotels at the larger places. Manasquan and the Barnegat towns retain an old-time flavor. Atlantic City's imposing phalanx of huge hotels and residential districts looks proudly seaward, the year-round playground of untold thousands. Its new auditorium, seating 41,000, is the center of a round of conventions. Southward there are few breaks in the resort chain including Ocean City, Sea Isle City, Avalon, Anglesea, Wildwood, and Cape May.

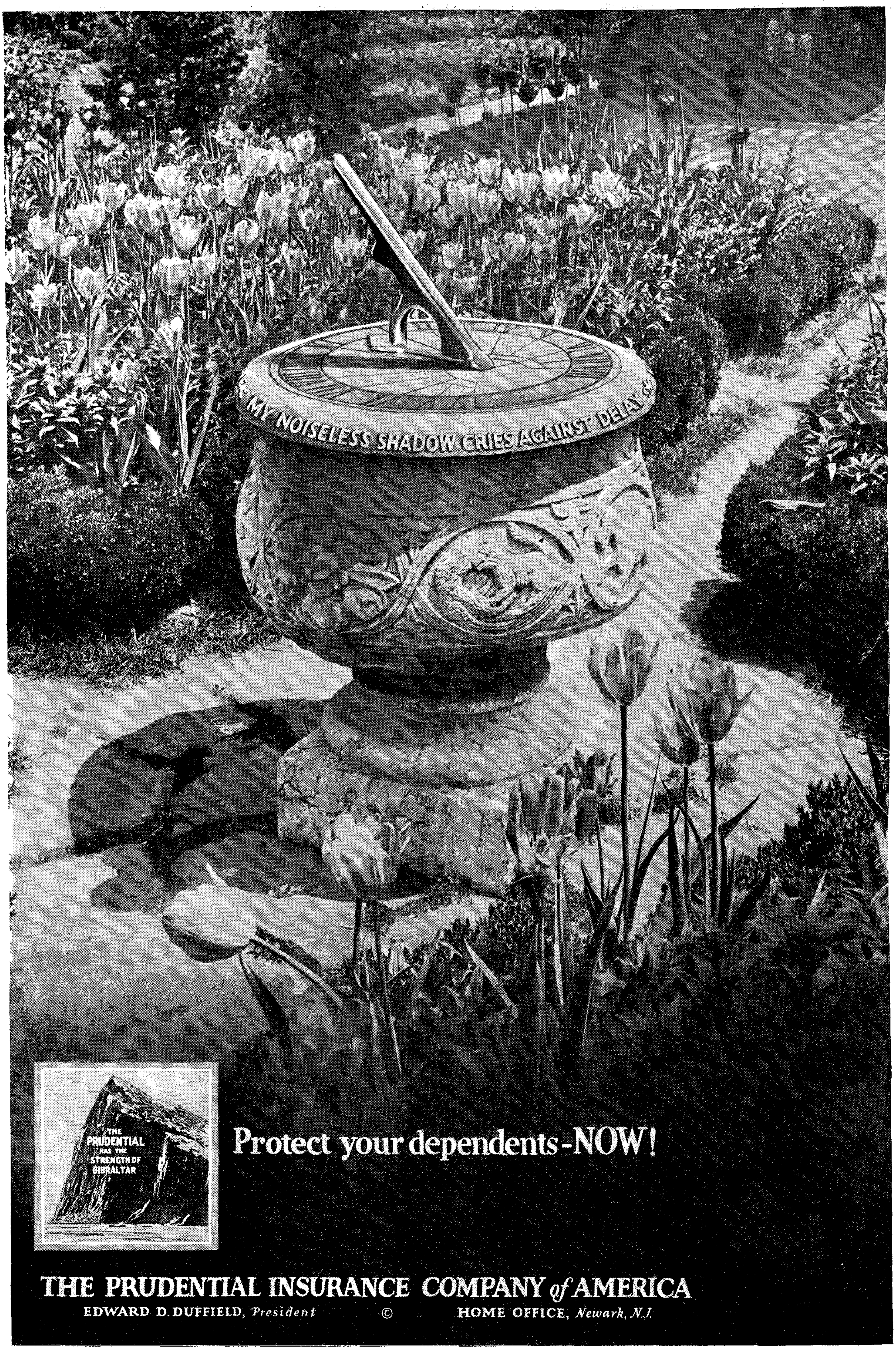
The Central Railroad of New Jersey, augmented by a fast steamer service between New York and Highlands; the Pennsylvania System, and the Reading System provide arteries of traffic.

"New Jersey's mountains and lakes, however, are not so widely known," says a writer in *The Journal of Industry and Finance*, "even tho they richly deserve to be. Sussex and Warren Counties, near the top of the map of the State, provide some of the most interesting tourist country to be found anywhere. . . ."

Just beyond the New Jersey border begin a series of mountain resorts in the northern Alleghanies of Pennsylvania, including Delaware Water Gap and the numerous summering places in the Poconos.

© A. E. Young. Courtesy of Cleveland & Buffalo Transit Company

● The Great Soo Locks, Gateway between Upper and Lower Great Lakes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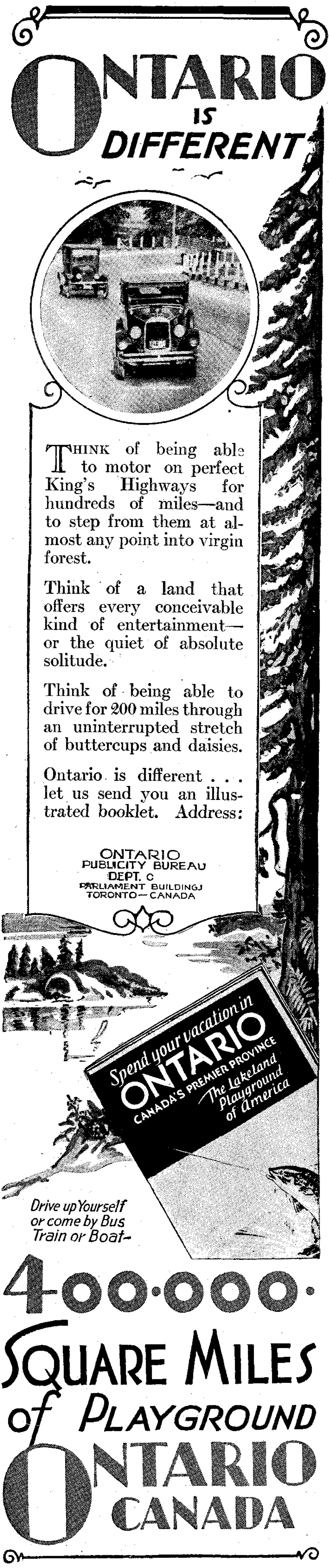
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## Atlantic Coastwise Trips

Ocean breezes and relaxation are afforded by a great variety of trips between ports of the Atlantic Ocean and its estuaries. There follows a brief outline:

### *New York—East—North*

Short ocean voyages this summer will be cruises from New York, spending five days on the ocean, and returning without calling at any port. These cruises will be made by Cunard liners *California*, *Caledonia*, and *Transylvania*, under the auspices of the National Tours Company.

Covering the region between New York and Nantucket are operated the various divisions of the New England Steamship Company with rail connections for all points in New England.

Connecticut River trips, daily except Sundays, overnight service between New York and Hartford with landings at Saybrook Point, Essex, East Haddam and Middletown are provided by the scenic Hartford Line.

Daylight trips from New York to New London, except Sundays, and overnight trips from New London to New York are made by the New London Line.

Overnight sails, daily, over Long Island Sound and Narragansett Bay to Providence are available by the Providence Line.

Sailings are made every evening from New York and Fall River with calls at Newport by the Fall River Line with boat train connections between Fall River and Boston.

Between New York and New Bedford are overnight trips by New Bedford Line steamers with direct connection at New Bedford with the New Bedford, Martha's Vineyard and Nantucket Line.

New York, Providence and New Bedford are also joined by steamers of the Colonial Navigation Company.

The coastal territory between New York, Boston, Maine and Nova Scotia is served by numerous divisions of the Eastern Steamship Line operated as follows. This system operates also the Old Dominion Line, service of which is outlined elsewhere.

### *New York, Cape Cod Canal, Boston*

Daily, overnight, all-water route, a 14-hour sail over Long Island Sound, Buzzards Bay, Cape Cod Canal, and Atlantic Ocean.

### *New York and Portland, Maine*

Two round trips each week, by S. S. *Northland*, about 19 hours each way, through Long Island Sound, Cape Cod Canal and Atlantic Ocean.

### *New York and Yarmouth, N. S.*

A voyagette of 24 hours over Long Island Sound and the Atlantic Ocean on cruising liner *Evangeline*.

### *Boston and Yarmouth*

Sailings twice a week, one night at sea, by new liner *Yarmouth*.

### *Boston and St. John, N. B.*

Two round trips each week with calls at Eastport and Lubec en route each way; connections at St. John with Canadian National Railways and Canadian Pacific Railway.

### *Boston-Bangor, Bar Harbor*

Daily sailings along the New England Coast and for sixty miles through the picturesque Penobscot River with calls at Rockland (connecting steamer for Bar Harbor landing at North Haven, Stonington, Southwest Harbor, Northeast Harbor and Seal Harbor) Camden, Belfast, Bucksport en route. Connection is also made at Rockland with Brooklin Line for Dark Harbor, Eggemoggin, South Brooksville, Sargentville, Deer Isle and Brooklin, Me

### *Coastwise—Southward*

Coastwise cruises to and from the middle and south Atlantic Coast are available by various divisions of the Merchants and Miners Transportation Company as follows:

Baltimore to Boston, three sailings weekly; Baltimore to Savannah and Jacksonville, two sailings weekly; Norfolk to Boston, three sailings weekly; Philadelphia to Boston, three sailings weekly, Philadelphia to Savannah and Jacksonville, two sailings weekly; Boston to Philadelphia, three sailings weekly; Boston to Norfolk and Baltimore, three sailings weekly; Jacksonville to Philadelphia, two sailings weekly; Jacksonville to Baltimore, two sailings weekly; Savannah to Philadelphia, two sailings weekly; Savannah to Baltimore, two sailings weekly; Philadelphia and Miami, Baltimore and Miami, Jacksonville and Miami, sailings about every 10 days.

In addition to its routes to New England and Nova Scotia the Eastern Steamship Lines operate the Old Dominion Line between New York and Norfolk.

Between Boston, New York and Savannah are trips by the Savannah Line; to Florida by Clyde Line; to New Orleans by Southern Pacific System's Morgan Line, Gulf ports by Mallory Line.

## Gulf of St. Lawrence Cruises

In the bracing tonic of historic waters first traversed by Jacques Cartier, Champlain, and La Salle, the Gulf of St. Lawrence is a region for delightful summer cruises. As one writer puts it:

"Labrador is its northern shore, curving away to the Arctic Seas; Gaspe, sheltering the first-tamed provinces and states to the south, is its lower shore. Newfoundland, primitive and bold, stands in its gateway. Wilderness rims it round, a thousand miles."

From Montreal and from Quebec a series of five cruises are offered this summer by the fleet of the Clarke Steamship Company as follows:

Nine- to eleven-day cruise with time for shore excursions at St. Anne des Monts and Gaspe, thence across the Gulf and through the Bay of Islands to Corner Brook, Newfoundland (one-hour stop), return trip including visit to the Saguenay River. Three and a half days' week-end midsummer cruises, one day at Quebec; afternoon and evening ashore at Murray Bay; four hours at Tadousac; daylight cruise up the Saguenay, passing Capes Trinity and Eternity, to Ha Ha Bay.

Eleven days cruise, one day at Quebec outbound, calls at eight north shore ports, thence to Bay of Islands and Corner Brook, Newfoundland (eighteen hours layover).

Eleven days cruise, including north shore Indian Missions and trading centers as far as Blanc Sablon, Strait of Belle Isle

Eleven days cruise from Montreal to Quebec, Gaspe, and Bay Chaleur, skirting the picturesque shores of Gaspe Peninsula

Between Montreal and St. John's, Newfoundland, are operated during the summer the steamship *Kyle* of the Newfoundland Railway and Steamship System, sailings every three weeks with calls at North Coast of Newfoundland ports, thence to Battle Harbor and along the Labrador Coast to Hopedale, with visits to many Esquimaux settlements.

### *New York-Canada Summer Cruises*

Four attractive cruises will be operated from New York to Halifax, Saguenay River, St. Lawrence River to Quebec and Montreal and return by the Clyde Line S. S. *Shawnee*, each occupying twelve days.

The Furness Bermuda Line will continue its popular New York-Canada cruises this summer.

Two novelty cruises, New York to Halifax and return, sailing July 1 and August 7, to be made by the ocean-going schooner *Silver Wings*, each occupying thirty days, under the auspices of the Ocean Tours Corporation, 535 Fifth Avenue, New York.

## Toward Southern Waters

Forty-eight hours on the ocean with visits to the charming Bermuda Islands at low inclusive tour rates attract numerous vacationists to the well-appointed vessels of the Furness Bermuda Line, sailing twice a week during the summer months, and to the weekly sailings of the Royal Mail Line.

Cool trade-winds and comfortable nights, combined in some instances with special low rates, offer attractions for vacationists wishing a sea voyage to Southern seas. Among these cruises, ranging from a few days to several weeks, are those of the United Fruit Company to Caribbean ports; New York & Porto Rico Steamship Company to Porto Rico and Santo Domingo; the Ward Line between New York and Havana; and to South America the Grace Line, South American Steamship Company, Pacific Steam Navigation Company, Munson Line, Furness Prince Line, Lamport & Holt Line, Red "D" Line.

## Great Lakes Wonderland

"The last touch in the completion of the North American continent was the creation of the Great Lakes, and they constitute its greatest physical feature," comments James C. Mills in his book "Our Inland Seas."

Nowhere else in the world is their like. For commerce and for delightful pleasure voyages they are the priceless heritage of the United States and Canada. History, scenery, and famous cities enliven such trips.

### *Lure of the Ports*

Summer travelers in particular fill these Great Lakes cities with animated, sightseeing throngs.

Buffalo, "Keeper of the Eastern Gate," as one writer remarks, "puts voyageurs in fine mood for the lake cruise."

Cleveland rears skyward the great white tower of her new Union Station, a beacon to her busy streets and famed "Heights" residential attractions.

Detroit, the world's automotive capital, pulsates with industry and charms visitors with her vast Belle Isle Park.

Mackinac Island, exquisite gem of nature and rich in historical romance, smiles upon the Straits joining Lake Huron and Lake Michigan.

Passing into the latter we come eventually to Chicago, greatest travel center of the Middle West, and replete with entertainment for its throngs of tourists.

Turning toward Lake Superior, we thread the forested shores of St. Marys River, and are lifted to the greatest of the Lakes by the world-renowned Locks of Sault Ste. Marie.

Westward diverge the routes via Keweenan Bay and Portage Lake to Houghton of copper fame; to Canada's grain ports, Port Arthur and Fort William, facing Thunder Bay behind Isle Royal, and to dynamic Duluth, western Great Lakes gateway more than a thousand miles from

· CANADIAN VACATION ·

A New World...

*at* your

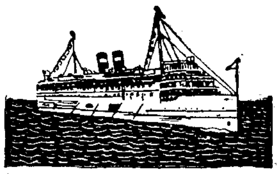
Door!

***Please write at once for illustrated folder, which describes in detail the pleasures of this wonderful vacation cruise.***

**VERY IMPORTANT**

CANADA STEAMSHIP LINES operate from the head of Lake Superior, via the St. Lawrence River, to the Saguenay. Their cruises include the seven day trip from Detroit to Duluth and return; Niagara to the Saguenay, including the Thousand Islands, and shooting the rapids; excursions from Toronto, the Queen City, to Niagara, the Thousand Islands and Rochester. They operate a fleet of 106 steamers, freight and passenger, and are the largest fresh water transportation company in the world. The famous Saguenay trip includes visits to Montreal, metropolis of Canada; Quebec, the historic walled city; Murray Bay, "Newport of the North" and Tadoussac, Canada's oldest settlement. The Saguenay Canyon is one of nature's masterpieces.

Our steamers may be boarded at Lewiston, Rochester, Duluth or Detroit in the U.S.A., or Sarnia, Queenston, Toronto, Montreal or Quebec in Canada.



THE glamour of a romantic past still lives in old French Canada. Much of the architecture of the Richelieu period remains to-day, not as picturesque ruins but in houses and buildings still in actual use. Little villages, clustered around tall church spires, dream in the sun beneath the slopes of the Laurentian mountains.

The Saguenay river was once believed to be the water route to China. Early voyageurs paddled up its black waters awe-inspiring beneath the towering grandeur of rocky capes. Their subsequent laughter gave rise to the christening of Ha Ha Bay. As you relax on the wide decks of our luxurious steamers, scenes of almost unbelievable beauty and grandeur pass slowly beyond the rail.

For full information, rates, reservations, etc., apply to your own tourist agent, any of our own agents located in leading cities of Canada and the United States, or head office of

**CANADA STEAMSHIP LINES**

715 VICTORIA SQUARE - - - MONTREAL, P.Q.

US102

Buffalo. Extending from Buffalo to Niagara, down the Gorge to Lewiston and across Lake Ontario is the lake route to Toronto, the queenly capital of Ontario, while at the eastern end of this lake is Kingston, with its historic sights.

### *Resort-Lined Shores*

All along the Great Lakes' coast-line are inviting summer playgrounds.

Lake Erie has her Put-in-Bay and Cedar Point rendezvous of recreation-seekers. The incomparable Georgian Bay, Thirty Thousand Island labyrinth of Lake Huron, is beloved by vacationists. Mackinac and her neighboring Les Cheneaux Islands richly rewards her visitors. Michigan welcomes many to her West Coast resort necklace, including Harbor Springs, Petoskey, Charlevoix, Traverse City, Ludington, Muskegon, Grand Haven, Holland, South Haven, Benton Harbor—to name only a few. Along the curving Indiana shore of Lake Michigan stretches the Dunes State Park, frequented by artists and campers, while southern pathways lead to northern Indiana's 200 lakes and other State Parks protecting beauties of river, lake, and stream. Wisconsin's Green Bay resorts are filled with happy summer visitors and beyond them northern Michigan opens its doors to enchanting Hiawatha Land.

Both shores of Lake Ontario are frequented by summer visitors.

A complete outline of Great Lakes' steamer services is given under the section entitled "Inland Water Trips."

## Great North Woods Lakes

Lakes, forests, streams, and rivers form nearly half of Wisconsin's total area. More than a dozen State Parks protect their natural charm. Lake Geneva is the largest of the southern lakes, while the northern regions are dotted with charms of waterways. River scenery reaches its culmination in the Dells of the Wisconsin.

In Minnesota, Minnetonka and the Falls of Hiawatha near Minneapolis and St. Paul are world-famous, while beyond lie the regions of the Ten Thousand Lakes frequented by canoeists and fishermen and accessible by various motor routes and rail lines.

The Valley of the Upper Mississippi, shared by both States, is notable for its legends and scenic features.

Rail routes to these regions are described under our section entitled "From the Car Window."

## Colorado's Glories

Smiling valleys with resplendent carpets of wild flowers, snowy peaks cleaving skies of wonderous blue, cool and mysterious canyons, mountains, lakes, streams foaming through seemingly limitless National Forests, motor roads unlocking nature's treasures, cities of personality—these all combine to reward visitors to Colorado's Rocky Mountain region. Within her borders are two National Parks and three National Monuments and fifteen National Forests. Various routes radiate to famous reservations of the Northwest, West and Southwest.

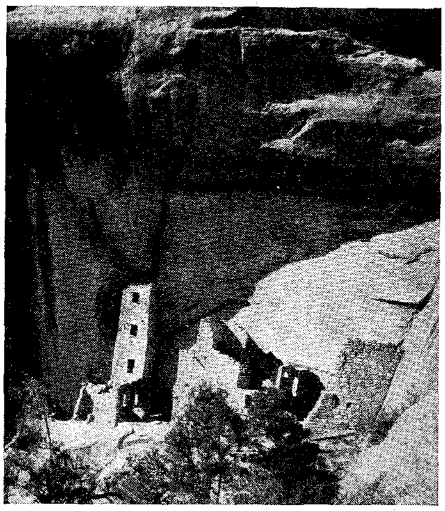
The gateway city to these wonderlands is one of our most popular tourists' rendezvous. As John T. Faris, in his excellent book "Seeing the Far West," aptly remarks,

"'The Mile High City,' as Denver has been called, has a tremendously impressive location. From the streets two hundred miles of mountains are on display, from Gray's Peak and Long's Peak on the north to Pike's Peak and mountains still farther south."

Denver's mountain parks, with their spectacular motor roads, are the delight of motorists who joy in a plunge into the heart of nature. Northward from this fascinating city the travel pathways lead to one of our most frequented and beloved national playgrounds.

Over Rocky Mountain Park rises its crowning height, Long's Peak, beckoning the tourists toward this wonderous playground "up either fork of the St. Vrain River from Longmont, up the foaming Big Thompson from Loveland."

Grand Lake, on the Pacific slope of the Continental Divide, and Estes Park Village, on the Atlantic slope, are the two main gateways to the park.



Courtesy of the Colorado Association

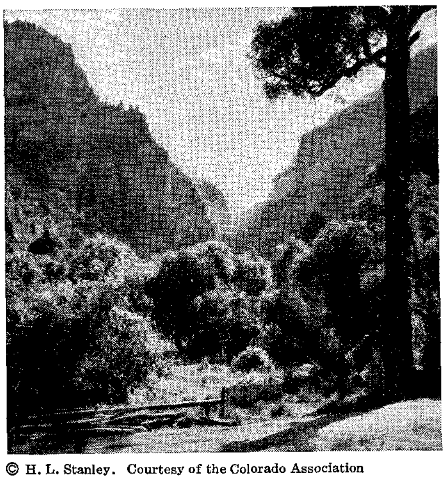
● **Prehistoric Cliff Dwellings at Mesa Verde**

Running sixty-six miles due west of Denver, the highest automobile road in the world will be opened early this summer. The last mile of it to the tip of Mount Evans, 14,260 feet in altitude, is being completed this spring.

Southward from Denver another towering mountain guides the traveler to the Colorado Springs region.

Pike's Peak, which was the distant gleaming beacon of hope to the thirst-parched covered-wagon pioneers, dominates the Colorado Springs region. The mountain panorama which unfolds from its lofty summit is magnificent. The Sangre de Cristo, Spanish Peaks and mighty sentinels of the Front Range north of Denver fill every point of the compass.

Beneath this mountain, as Mr. Faris says, further is:



© H. L. Stanley. Courtesy of the Colorado Association

● **In the Colorado River Canyon**

"Colorado Springs, the city that stands at the gateway of what has been called the most marvelous range of scenery to be found in narrow compass in all the world." Near by, "Manitou lies near the entrance of Ute Pass, where the Indians had a trail that led into the heart of the mountains. Down this trail they came with their invalids, seeking the healing mineral springs, which, in gratitude to the Great Spirit, they called 'Manitou.'"

In western and southwestern Colorado natural marvel and prehistoric relics are preserved in National Monument and Park.

The monoliths and other rocky fantasies of Colorado National Monument are approached from Grand Junction. The Serpentine Trail is a new scenic trip in this area. Prehistoric towers of Hovenweep National Monument in the canyons of the western border and partly in Utah, are reached by the highway leading from Dolores. The volcanic wonders of Wheeler National Monument are accessible from Creed, while the archeological ruins of Yucca House National Monument on the slopes of Sleeping Ute Mountain are off the highway leading south from Cortez. The Cliff dwellings of Mesa Verde National Park, among the most impressive in North America, are reached by rail to Mancos, thence by motor-coach and also from Gallup, New Mexico, thence by motor-coach. Mount of the Holy Cross is now a national monument. It may be reached at present only by horseback from Red Cliff or Eagle.

Among the most inviting natural attractions of Colorado are her National Forests.

In our "Glimpses of the National Parks" and "Flashlights on Our National Monuments" we give further details of Colorado's government-preserved regions, while rail routes are outlined in our department headed "From the Car Window." Detailed information is obtainable from the official Colorado Association with headquarters in Denver.

Miles of good roads, scenic rail trips in abundance, inspiring mountain scenery, and a climate invigorating and delightful, make of Colorado a surpassing travel and home objective.

## Utah's Invitation

West of the Colorado Rockies Utah discloses a variety of natural wonders. Salt Lake City, whose background is the Wasatch Mountains, is replete with historical associations and interesting buildings. Just beyond lies the Great Salt Lake and its Saltair Beach resort. Visitors may motor to the Timpanogos Cave National Monument and also to the Natural Bridges National Monument.

In northwestern Utah, approached from Jensen, is the Dinosaur National Monument, and in southern Utah, that marvel of nature, the Rainbow Bridge National monument, Flagstaff on the Santa Fé System being the gateway. A few miles from Thompson the Arches National Monument may be seen.

The crowning natural glories of Utah, however, are the gorgeous colorings and mighty formations of Cedar Breaks, Bryce Canyon National Park, and Zion National Park, all accessible by motor-coach from Cedar City on the Union Pacific System. Their characteristics are outlined in our directory of National Parks elsewhere.

## Pacific Northwest Rambles

Following the pathway of the Covered Wagons we come to Idaho.

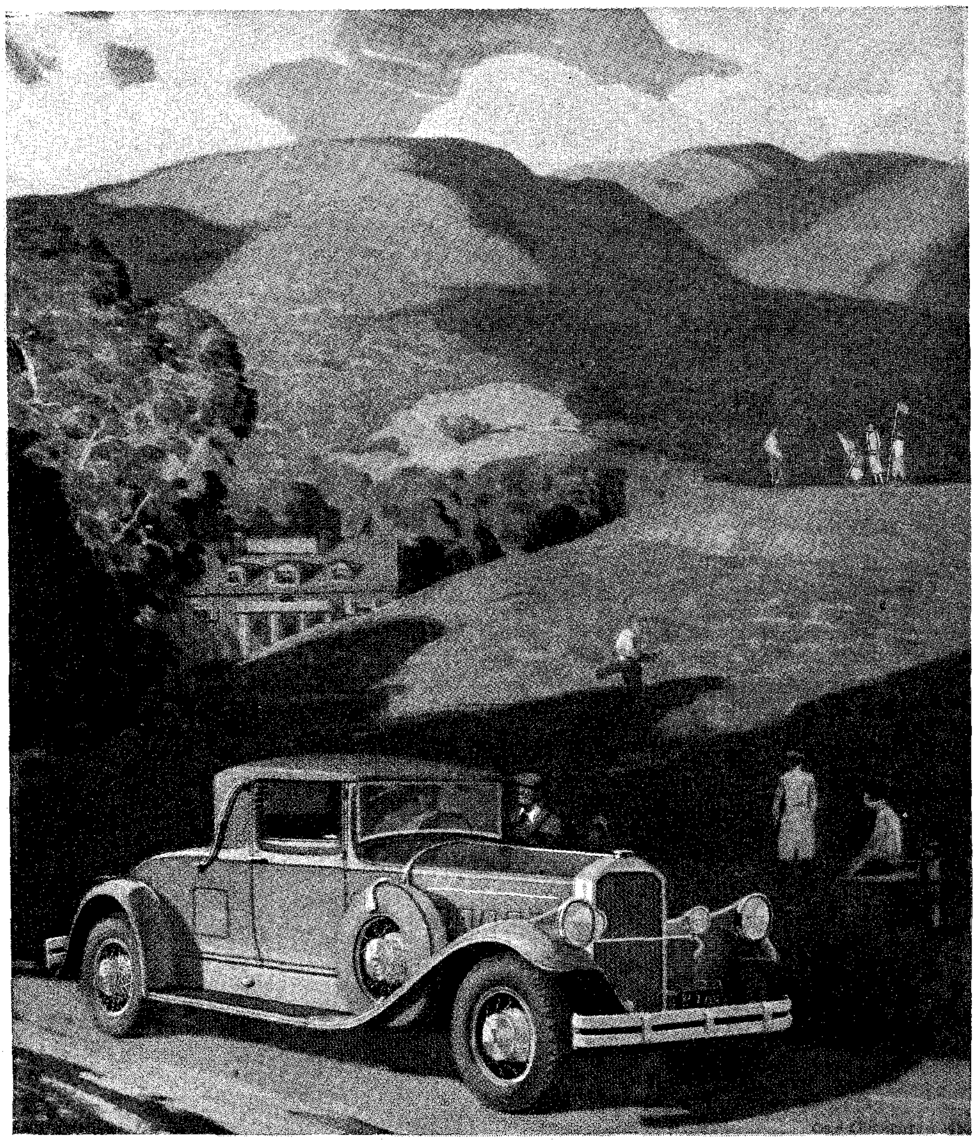
The Pend d'Orielle lake and river region in northern Idaho is a captivating playground, while the tumbling waters of the Snake River leaping over American and Shoshone Falls are attractions of the south.

### *Washington's Wonders*

Spokane, capital of the Inland Empire, with its near-by Grand Coulee natural wonderland, is the eastern gateway to the evergreen playground of the Pacific Northwest, consisting of Washington, British Columbia and Oregon.

"The seven wonders of Washington," says one writer are, "Mt. Rainier, Mt. Baker, Puget Sound, the San Juan Islands, the Olympics, Lake Chelan, and the Columbia."

We turn from Spokane toward the



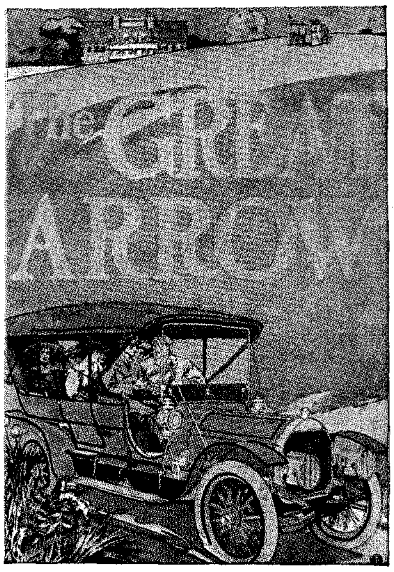
*One of the very first automobile advertisements ever printed in color is reproduced below, from a magazine page which appeared in 1907. A long line of America's finest motor cars connects The Great Arrow with its latest successor... the Pierce-Arrow shown at the left.*

PEOPLE of character own Pierce-Arrows just as they choose select neighborhoods in which to live, proper environments for their families, and well-bred associates. In short, these are people who insist upon fineness in whatever closely touches their daily lives.

To such traditions are Pierce-Arrows built, in Buffalo, by the finest hand craftsmen in the world—by men who, in many instances, learned reverence for Pierce-Arrow fineness from their fathers.

Nor is it remarkable, in the circumstances, that America's finest motor car should have borne the Pierce-Arrow nameplate for twenty-nine years — or that the same emblem should today identify the elect among automobiles of quality the world over.

Pride is thus inseparable from Pierce-Arrow ownership—pride in the car's integrity, its patrician loveliness of line, its beauty of coloring, its flawless appointment.



# PIERCE-ARROW

THREE NEW GROUPS OF STRAIGHT EIGHTS · · 132 TO 144-INCH WHEELBASES · · $2695 TO $6250 AT BUFFALO

(*Custom-built Models up to $10,000*)

# WITH THE PRECIOUS TEETH OF CHILDREN

## *trust only the finest dentifrice*

SO widely known are the benefits which Forhan's brings to mouths marked by the effects of age, that another important function of this dentifrice is sometimes overlooked.

It is so pure, it is so mild and cleansing, that this "dentists' dentifrice" is ideal for children.

Young teeth need exceptional care. Fully 85% of all molars coming through the gums contain tiny surface cracks or fissures—the breeding place of future trouble unless they are watchfully cleaned with a safe dentifrice, and checked also by your dentist.

Health authorities also recommend that you clean and massage the gums, even of infants, and urge that children's gums receive regular care.

And care of the gums is the other function of Forhan's. This dentifrice was developed by a dentist, R. J. Forhan, D. D. S.

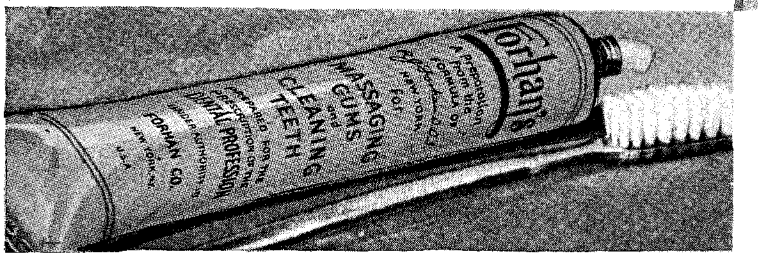
He prepared a dentifrice which gives the teeth a wonderfully gentle and thorough cleansing—and claims to do nothing more for the teeth. But he added another benefit which his practice had shown him was important—the benefit of a preparation used everywhere by dentists in the care of the gums. In fact, this treatment for the gums, also originated by Dr. Forhan, was the starting point of his excellent dentifrice.

Use Forhan's in the mouth of youth—and to keep the mouth of youth into middle age. When teeth are sound and gums are healthy is the time to adopt this excellent dentifrice. Let it cleanse the teeth and add its help to the care of the gums. Used with massage at the time of brushing, it livens circulation, and aids the gums to stay young and firm.

You can buy Forhan's with assurance that no finer dentifrice is made. Forhan's comes in two sizes, 35¢ and 60¢—a few cents more than ordinary toothpaste and well worth it. Forhan Co., Inc., New York. Forhan's Limited, Montreal.

Any mouth may have pyorrhea and at forty the odds are

4 *out of* 5



# Forhan's

YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS

Cascades, and come upon the beauties of mountain-walled Lake Chelan, which Mary Roberts Rinehart considers one of America's most beautiful inland waterways.

Here too flows the winding upper Columbia River, and here is the fruitful Wenatchee Valley.

The Cascades are crossed, and from north and south is seen the towering summit of Mt. Rainier raising its snow-crowned peak 14,408 feet above the sea. It occupies the Rainier National Park, Oregon, one of our most inspiring reservations.

"The Mount Baker National Forest, in the northwest corner of the State," says one authority, "is a forest and alpine vacation land of marvelous beauty, and the heart of this scenic wonderland is easily reached in two hours by motor from Bellingham.

© Kiser Photo Co. (Portland)

● Where Oregon Meets the Sea

"The outstanding features of this district are magnificent Mt. Baker, like a queen among great mountain attendants, rising 10,827 feet above the sea."

In addition to nature man has provided Washington with still other attractions—her cities, new, clean, free from the mistakes of older communities. Their parks and stadiums and civic institutions betoken pleasant places in which to live.

Seattle, ocean and rail gateway to Puget Sound, is one of the foremost examples.

Northward lie other Sound cities: Everett "in the heart of nature's wonderland"; Bellingham, as we have said, gateway to Mt. Baker, and across the border Vancouver and its island neighbor, Victoria.

Tacoma with its winning location on the heights of Commencement Bay, also a Puget Sound port, designates herself "The Hub of the Evergreen Playground."

Scenic motor routes radiate in various directions—to the marine highways of Puget Sound, including Hood Canal and the Olympic Mountains; to the ocean beaches; while eastward runs the road to Mt. Rainier National Park, Tacoma being its nearest city gateway.

Following the Pacific Highway beyond Tacoma we come to the newest of Washington's cities, Longview which has just recently celebrated completion of its great new Cantilever bridge across the Columbia.

### *British Columbia*

Adjoining Washington on the north are the natural wonders of British Columbia.

The trip to Vancouver and Victoria through the Gulf of Georgia, the Puget Sound, the Islands of the Gulf and the Straits of Juan de Fuca have few equals on the American Continent. Vancouver is a great rail and ocean gateway, and there is an English aspect here, and also especially in Victoria, that is altogether charming. In the eastern part of British Columbia are the Canadian Rockies, attracting thousands to their magnificent resorts.

### *Bountiful Oregon*

The Pacific Highway followed south from British Columbia and Washington brings us across the Columbia River and into the charmed realm of Oregon. And here is its famous metropolis, Portland, "The Rose City." Growing by leaps and bounds in industry and commerce it is the hub of the summer tourist travel of this great State.

In Crater Lake Oregon has one of the world's greatest phenomenon. This National Park contains a lake of indigo blue, sitting like a saucer on the top of the earth, 6,000 feet above sea-level, with a rim 2,000 feet high, a depth unknown, the surface of the water appearing to those on its banks to be the deepest blue of any water in the world. It is reached by an excellent highway from several gateways.

Oregon also has Mt. Hood, 11,225 feet high, perhaps the only mountain in America, snow-capped, with eight living glaciers clinging to its sides, that can be climbed after dinner at night and before luncheon the next day. It has also "Wonderful Wallowa" Lake, the gem sitting at the foot of the Wallowa Mountains. The Central Oregon country with its lakes and mountains and every kind of fishing, and the coast with its cliffs and promontories and silver beaches, all offer their peculiar charms to those in search of a summer vacation.

## The Spell of California

Summer opens the door to California's entire Empire. From San Diego north to the Tioga Pass in the High Sierra and from Oregon south over redwood pathways flow its streams of tourists.

Many of these will be first-time visitors. To them will be the thrill of discovery. Others will enrich acquaintance already made.

Each in common will fall under the spell of California, that intangible spirit which grips the outsider, either making the hour of his departure bitter, or enrolling him as a permanent resident to live happier ever afterward.

Whether from the romance of its colorful past, its marvelous choice of climate, or the charming environment of its home life, California and Californians are different.

Cheerfulness, optimism, friendliness are the characteristics of the people.

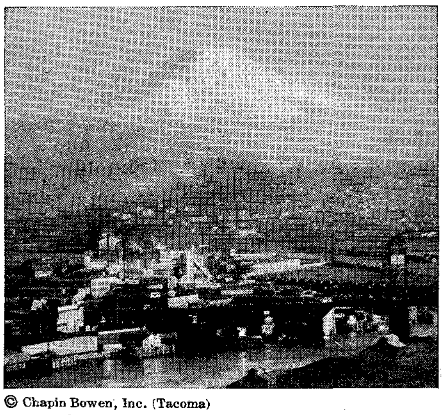
### *Northern Paths and Playgrounds*

Two routes from Oregon usher the traveler into northern California.

The Redwood Highway follows for many miles the "Cathedral Isles" of giant trees which were "old when Christ was born, young when the pyramids were built."

Besides the cool shady recesses of these forest monarchs there are vistas of the sea and picturesque scenery of the Russian and Eel River resort regions. East of the former, the lake resorts of the coast range are accessible. Clear Lake, their center, is one of California's most beautiful inland waterways, Mt. Konocti rising from its surface 4,200 above sea-level.

Toward their southern end the Redwood Highway and the Northwestern Pacific Railroad (the latter from the Golden Gate to Eureka) enable the tourist to visit petrified forests, spouting steam geysers and mineral springs. At Santa Rosa are the Burbank Gardens, at Sonoma an ancient mission and Jack London's "Valley



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● Mt. Rainier Is Tacoma's Background

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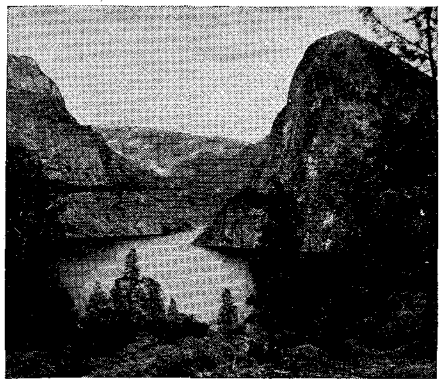


Courtesy of Californians, Inc.

● **Hetch Hetchy, in the High Sierra**

of the Moon." At Sausalito connections are made with ferry for San Francisco.

Passengers by Southern Pacific "Shasta Route" may detrain at Grants Pass, and travel over the Redwood Highway by Southern Pacific motor-coach to Eureka, there connecting with train for San Francisco over the Northwestern Pacific Railway, or vice versa.

The second route from Oregon is that which follows the Sacramento Valley southward—by rail the "Shasta Route," by motor the Pacific Highway.

Its northern sentinel is the glorious spectacle of Mount Shasta's snow-crowned peak cleaving the blue California sky 14,444 feet above sea-level.

Shasta Springs are seen, and then at Redding a side trip leads from the Valley to Lassen Volcanic Park, where "steam pours out from fissures in the rocks. Boiling mud pots and spouting geysers completely fill one small valley."

Southeast of Mount Lassen is the Feather River region, frequented by thousands of summer vacationists.

Below Redding the Sacramento Valley is followed to California's capital city.

Sacramento with its reminders of Captain Sutter and the colorful days of the Forty-Niners is filled with interest.

Turning from it toward the coast, the traveler finally reaches San Francisco with its famous Peaks, Presidio, Golden Gate, Mission Dolores, founded in 1776, Embarcadero with world-wide shipping, and environs, including Oakland, Berkeley, Palo Alto, and many other attractions.

From San Francisco two other famed routes, each with rail and motor highways, invite us southward. Via San José with its near-by Lick Observatory, stretches El Camino Real, lined at intervals with the ancient missions.

The Monterey Peninsula demands a side trip, for it is a stellar attraction.

Here is Del Monte "the beautiful" with its exquisitely landscaped forest park and Roman Plunge, one of the world's idyllic resorts.

From Del Monte begins the "Seventeen Mile Drive" around the Peninsula, every mile either of scenic delight or a historic shrine.

We may diverge farther southward on the Coast Route for a visit to the Pinnacles National Monument.

The blue waters of the Pacific line the way for many miles, and then Santa Barbara, in regal setting, opens her arms to the traveler.

Behind her sandy beaches on successive heights rise white villas in the Spanish style, surrounded by gorgeous parterres. Before her sparkles the Santa Barbara Channel with blue mountains rising directly from the sea on its outer edge—the historic Channel Islands. Drive along the palm-lined Plaza del Mar skirting the beach, or explore the winding driveways which climb the hillsides and you will agree there is nothing just like Santa Barbara in California, if not in the whole world. The Mission Santa Barbara is the best preserved of all California missions, and it contains a veritable museum of relics of early days.

From Santa Barbara a trip along the ocean brings us to Los Angeles, metropolis of southern California and world-famous tourist objective.

Sightseeing trips within and beyond the city abound. Visitors are fascinated with the charming residential sections, with Hollywood and its neighboring Beverly Hills, with sumptuous neighboring Pasadena and scores of other objectives.

Beyond in the Sierra Madres rise Mt. Wilson and Mt. Lowe, disclosing from their summits entrancing panoramas.

The leading seaside resorts of Los Angeles are Santa Monica, Ocean Park, Venice, Redondo Beach, Long Beach and Catalina Island, rugged, picturesque with still and surf bathing.

To Los Angeles Harbor come ocean routes from the Atlantic via Panama, across the Pacific from Hawaii, and Pacific coastwise north and south.

The second route from San Francisco to southern California traverses the Imperial Valley via Stockton, with distant views of the High Sierras and coast range summits.

At Merced a side trip to the incomparable Yosemite National Park can not be denied.

To summer visitors the entire Yosemite region is an open book. To see it and the wonders beyond, a trip should be taken by the Tioga Pass Road motor-coaches to Lake Tahoe.

Resuming again the Imperial Valley Route we may enter at Fresno, Visalia or Exeter gateways to the General Grant and Sequoia National Parks with their greatest of world's Big Trees, and then over the Tehachapi Pass and Ridge Road reach Los Angeles.

From Los Angeles the way southward follows closely the coast, and then we reach:

"San Diego, sparkling seaport city, rests like a rose diamond on a soft cushion of rising land, looking out over one of the fairest stretches of the blue Pacific to be found anywhere on the incomparable California coast. . . ."

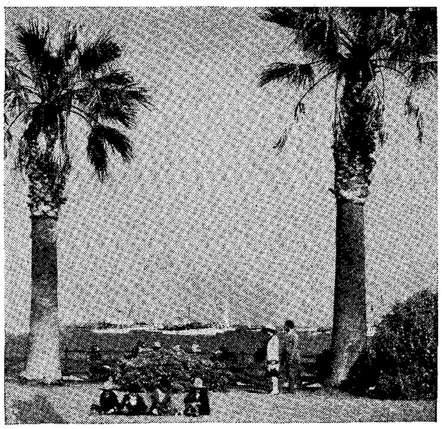
Beyond across the border lie Tia Juana and then "Agua Caliente—teeming with *joie de vivre*—brings to you Old Mexico at its best. The thrill of track and turf or the languor of the shaded patio—choose, and your whim is gratified."

California is a gateway to a varied selection of Pacific Ocean voyages described elsewhere. California's rail routes will be found outlined under the caption "From the Car Window." Prospective tourists to California should prepare themselves by reading the detailed information contained in the attractive booklets issued by these railways as well as the literature issued by the Californians, Inc., of San Francisco, and the All Year Club of Southern California at Los Angeles.

## Alaska's Magic

Into the vast northland more and more travelers journey each summer, to get away from the commonplace, to breathe the pure, invigorating air fragrant with forest aroma, or the tonic of the sea.

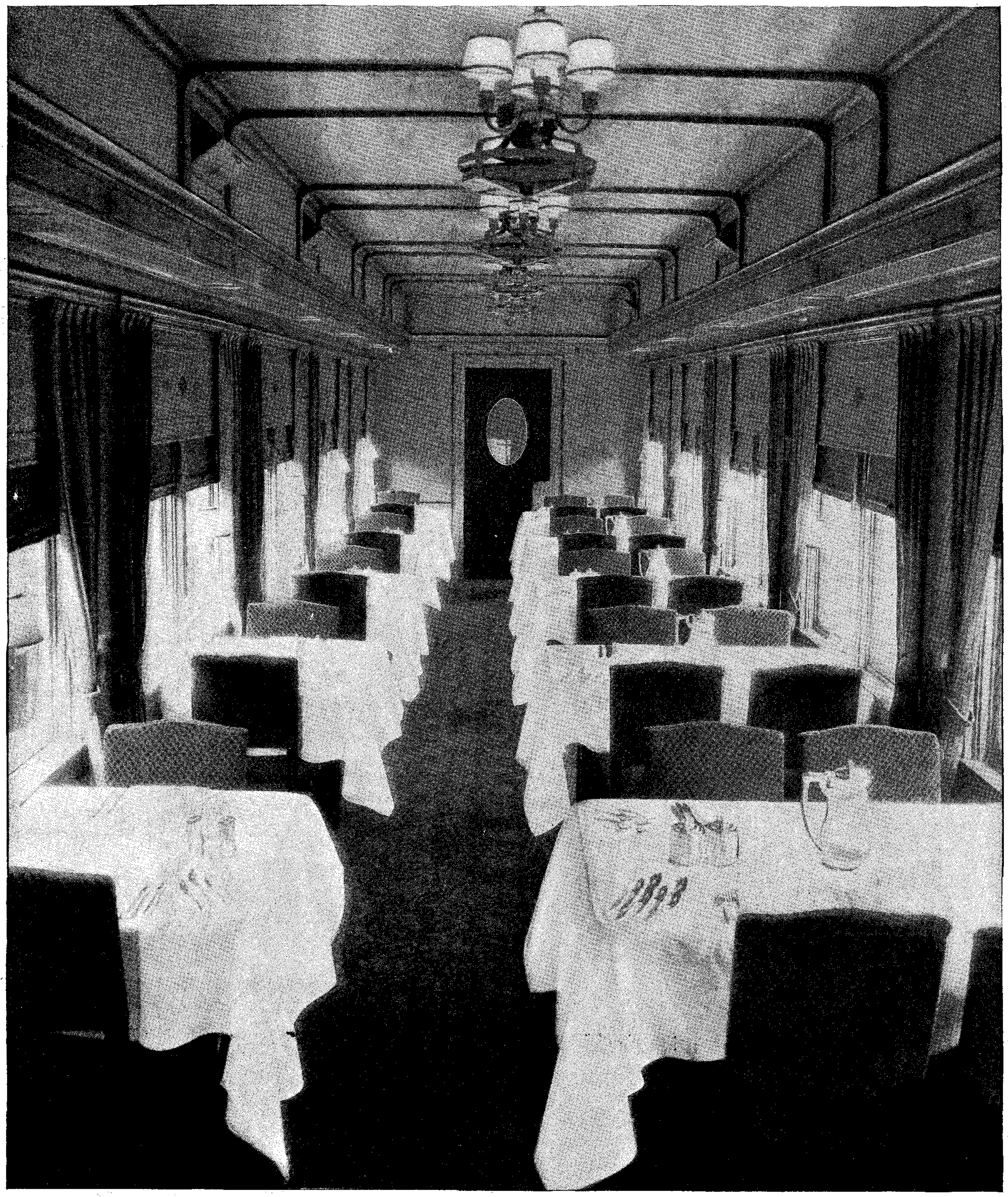
The voyage up the winding, island-dotted, mountain-walled Inside Passage is



Courtesy of the All Year Club of Southern California

● **Santa Barbara Looks Seaward**

New North Coast Limiteds



Indeed a Veritable Moving Palace

Dining cars, as well as the most modern of Pullmans, have been created for the New North Coast Limiteds, for the enjoyment of travelers between Chicago and the Northern Pacific Coast.

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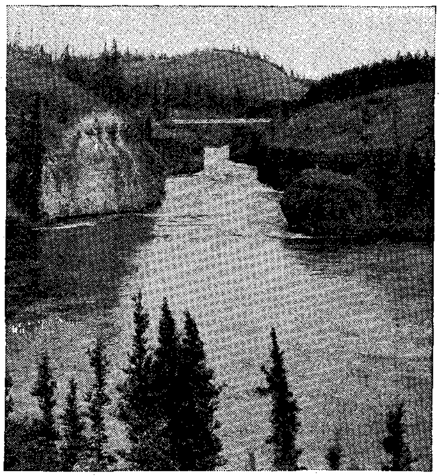


Courtesy Canadian National Railways

● Miles Canyon, Yukon River

fitting introduction for the wonders of nature to follow. It never ceases to enrapture Alaska travelers.

Calls at various ports enliven the experience. At Ketchikan we go ashore for a visit to the Totem Pole collection of Old Kassan National Monument on near-by Prince of Wales Island.

At Wrangle we envision the lively days of the past when trappers for the Hudson's Bay Company, and later gold seekers, paddled inland over the Stikine River near by.

There is a pause at Juneau nestling under Mt. Roberts and Mt. Juneau with motor trips to famous glaciers and boat trips up the Taku River, and another to historic Sitka where still lingers the romance of old Russia.

Lynn Canal bears the ship on to Skagway, "The Flower City of Alaska," Skagway where Soapy Smith held sway over the seething hordes of the Klondike Rush.

Here is the first of Alaska's inland gateways. We board the train of the White Pass and Yukon Railway for an amazing climb of 2,400 feet up White Horse Pass and through mountain grandeurs to the lake country of Yukon Territory.

The broad waters of Lake Bennett are skirted, and then at Carcross comes the side trip to enchanting Lake Atlin, which richly repays the tourist's visit. Beyond Carcross the train continues to White Horse whence begins the thrilling boat trip down the mighty Yukon to Dawson and beyond. Tourists making the Great Circle Trip continue to Tanana transferring there to Tanana River boat for Nenana on the Alaska Railroad.

Resuming the coastwise voyage from Skagway the steamship finally enters Prince William Sound and brings us to Cordova, Alaska's second interior gateway. From here the Copper River and Northwestern Railway takes us to the famous Childs and Miles Glaciers, and at Chitina makes connection with motor route over the Richardson Highway to Fairbanks.

Beyond Cordova there are motor trips from Valdez "the Glacier City," and then we steam into a deep harbor to Seward where the United States owned and operated Alaska Railroad train is ready to take us to still more wonders of Alaska.

Through the scenic wonders of the Kenai Peninsula Loop District we are taken to Anchorage at the head of Turnagain Arm thence on along river, and through mountain, to Mt. McKinley National Park.

From this park the line continues to Nenana, head of navigation on the Tanana River, whence begins a boat trip down to the Yukon where at Tanana tourists making the Great Circle Trip may tranship to the Yukon River steamer Whitehorse.

Beyond Nenana the Alaska Railroad continues to Fairbanks, metropolis of inland Alaska.

Steamship services from Seattle, Vancouver, and Prince Rupert are given elsewhere under the heading "Pacific Coastwise Estuaries." Airplane service in Alaska from Fairbanks and from Anchorage to various points is provided by the Alaskan Airways, Inc.

## Hawaii's Enchanted Isles

While no seasons dim the enchantment of Hawaii, summer months now draw to her langerous shores more visitors than even winter or early spring attract.

As the official Hawaii Travel Bureau expresses it:

"Now is the time to begin planning for your summer trip to Paradise. Swimming, surfing, canoeing, and other cool-water sports on shady coral beeches . . . Loafing on your dream isle to the tune of native music . . . Trade winds singing in the palms . . . Outdoor dancing . . . Moonlight swimming . . . Flying over tropical seas in safe sight-seeing airplanes to the islands of Hawaii, Maui, and Kauai . . ."

And when your dreams are realized and you come to the Islands remember that beyond the allurements of cosmopolitan Honolulu, the diversions of Waikiki, the world's most famous beach, the inspirations of the majestic Pali there are beyond Oahu other island delights no tourist should forego.

As an editorial writer in the Honolulu *Star-Bulletin* comments:

"The Island of Hawaii has its absorbing volcanic areas, fern forests, Hamakua scenic railway, the gorgeous tour around the whole island and through the dreamy, tropical Puna and Kona districts, to say nothing about Hilo, second city of the group, which with its tropical setting fascinates many visitors.

"Maui is the proud possessor of Haleakala, greatest volcano in the world, legend- and historic-saturated Lahaina, thrilling cliff drives, and the incomparable Needle Peak in Iao Valley.

"Kauai is famous for its luxuriant foliage, brilliant Waimea Canyon, Lovely Hanalei Bay, caves, spouting horn, barking sands, and what not.

"All these islands have good roads, hotels and adequate transportation."

In two of these Islands are sections of the Hawaii National Park. From Hilo we may motor to the Kileauea and Mauna Loa areas. Mauna Loa is the largest active volcano in the world and Kilauea crater, the most spectacular, especially when Madam Pelee, Goddess of Volcanoes, turns on her spectacular fires. Halakela, Island of Maui, is the world's hugest extinct volcano on earth, and a trip to the summit is an unforgetable experience.

While nature has fashioned more works of wonder and beauty than in any similar area of United States territory, the islands have the added charm of a romantic people passionately fond of music, and who have cherished legend and folklore down through each dramatic era of their existence.

Courtesy of the Hawaii Tourist Bureau

● Honolulu's Moanalua gardens

We outline the steamship routes between Vancouver, Seattle, San Francisco, and Los Angeles, and Hawaii under the section of these articles entitled "Pacific Cruise Allurements." All details of the Hawaiian itinerary may be had from the Hawaii Tourist Information Bureau, Honolulu, or from the steamship lines.

## Pacific Coastwise—Estuaries

Summer travelers to the Pacific Coast are offered a variety of coastwise and other water trips which we outline as follows:

### *Puget Sound Routes*

Delightful short sails from Seattle to neighboring ports are possible by the various divisions of the Puget Sound Navigation Company as follows:

Bellingham Route for Anacortes and Bellingham. Neah Bay Route for Dungenes, Port Angeles, Clallam Bay, Sekiue, Neah Bay. Port Angeles-Victoria Route for Port Angeles and Victoria. Tacoma-Seattle Route connecting these two ports. Olympic Peninsula Route for Port Townsend connecting with Milwaukee System for Olympic Peninsula points.

### *Seattle to Alaska*

Seattle is the important United States steamship gateway to Alaska.

From Seattle extend northward to Alaska the various divisions of the Alaska Steamship Company including the Southwestern Route; Southeastern Route, and Bering Sea Route.

Also from Seattle, operated over two routes reaching Southeastern and Southwestern ports, are sailings by the Alaska Steamship Company's fleet.

### *British Columbia-Alaska*

Vancouver is the Canadian gateway to the British Columbia and Alaskan Coast.

Between Vancouver, Prince Rupert, Skagway, and intermediate ports steam the Canadian National Railways "Prince" fleet. Between Vancouver and Prince Rupert is the water portion of this system's "Triangle Route" through British Columbia and along its coast. Between Vancouver and Prince Rupert is the route of the Queen Charlotte Islands Service.

Between Victoria and Vancouver (with connections from Seattle) is operated the British Columbia Coast and Alaska service of the Canadian Pacific "Princess" steamers for Skagway and intermediate ports. Local steamers are also operated from Victoria over West Coast Vancouver Island Route and the Gulf Island Route, and from Vancouver over the Vancouver-Powell River-Comox Route. Between Seattle, Victoria, and Vancouver is the popular "Triangle Service" performed by two Canadian Pacific "Princess" steamships.

### *Columbia River Water Routes*

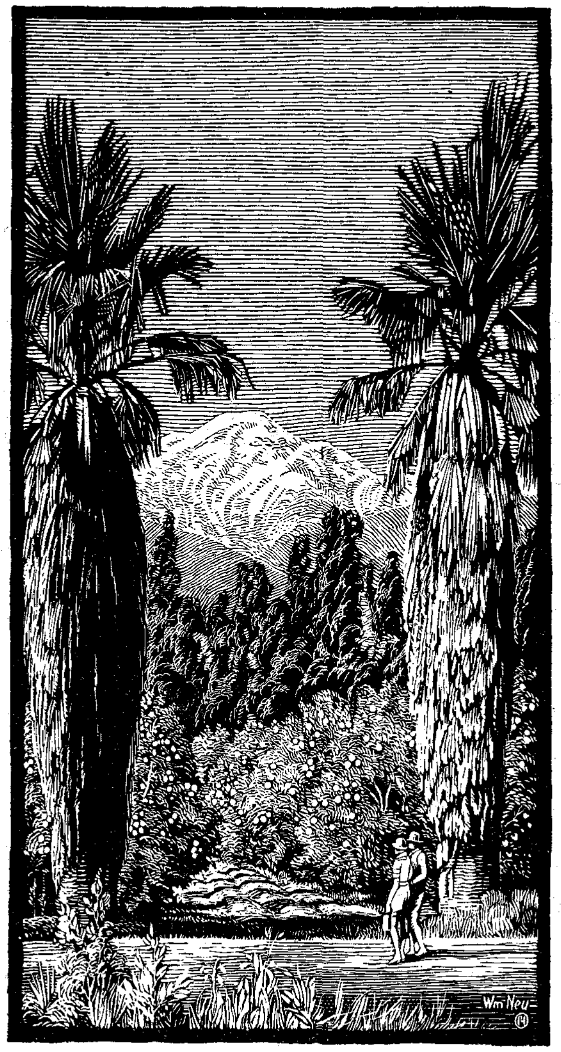
Between Portland, Longview, and Astoria ply the steamers of the Harkins Transportation Company. Between Portland and Astoria are also operated steamers of the Union Pacific System.

### *San Francisco-Sacramento River*

Passenger steamers are operated between San Francisco and Sacramento, an overnight trip, and also between San Francisco, Stockton, and intermediate San Joaquin River landings by the California Transportation Company.

### *San Francisco Bay*

From the Ferry Building, at the foot of Market Street, the largest ferry terminal in the world, across San Francisco Bay to Oakland, capacious and well-equipped boats leave for Bay points—Oakland, Ferry Point, Alameda, and Sausalito. The city's skyline, world-wide shipping along the Embarcadero, Bay islands and shores, and the famed "Golden Gate" are among the features of these ferry trips.



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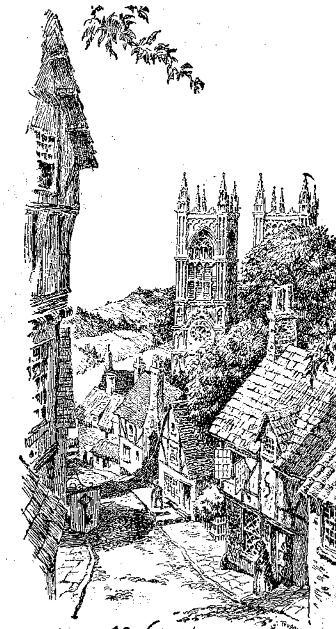

Shrines of England's History.

Begin with Exeter, with its white stones drenched in peace. Glastonbury Abbey lifts its broken arch in perpetual supplication. Beaulieu, founded by King John. Exquisitely feminine Wells, a gothic sermon in stone. Winchester, where Edward the Confessor was hailed as king. Canterbury and its priceless relics of early Christianity. Perfectly proportioned Salisbury. Tragic Tintern, kneeling in a meadow of daisies like a saint at prayer.

There are many more of these glorious shrines—Chester, Hereford, Gloucester, and Worcester, that will lend fragrance to days ever afterward.

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### *San Francisco, Los Angeles, San Diego*

Delightful coastwise cruises between these ports may be made by the express passenger steamships *Yale* and *Harvard*, operated by the Los Angeles Steamship Company.

### *Los Angeles-Catalina Island*

The large tourist traffic between the California coast and "California's Magic Isle," Santa Catalina Island, twenty-five miles offshore, is accommodated by the Catalina Island Line of the Wilmington Transportation Line, operating daily trips from Wilmington (Los Angeles Harbor) to Avalon, the minimum time between ports being about two hours.

## Pacific Cruise Allurements

Romance and novelty give charm to voyages over the Pacific Ocean. Because it has distinctive charm, transpacific travel is gaining rapidly in popularity, necessitating new tonnage of fast, luxurious liners.

### *Special Cruises*

Besides the regular services outlined later, two special cruises offer attractions.

This fall the swift Matson Line flagship *Malolo* will poke her nose into unfrequented places in her second Round-the-Pacific Cruise. Under the direction of the American Express Company, she will sail from San Francisco, September 30th, for a 23,000-mile voyage, occupying ninety days, and including visits at Hawaii, Japan, and China ports, Manila, Siam, Java, Celebes, Torres Strait, Thursday Island, New Zealand, Fiji, and Samoa.

A special cruise down the Pacific and around South America will depart on October 8 from Los Angeles by the *City of Los Angeles*, flagship of the Los Angeles Steamship fleet, also under auspices American Express Company. The voyage will cover 7,000 miles and occupy seventy-one days, the itinerary including visits to forty ports. The route is down the West Coast of South America, with frequent stops; passing through the Straits of Magellan, and thence up the East Coast, pausing at important ports. The ship then passes through the Panama Canal and returns to Los Angeles, visiting Central American and Mexican ports en route.

### *To the Orient*

Over the northern route from Vancouver and Victoria to Yokohama, Kobe, Shanghai, Hongkong, and Manila, calling westbound at Hawaii, steam the four Empress steamships of the Canadian Pacific Steamships fleet. The swift and sumptuous new 26,000-ton *Empress of Japan*, after a preliminary trip from Liverpool to Quebec, will make her maiden début in this transpacific service, leaving Hongkong August 7th. Canadian Pacific coastwise services are described elsewhere.

In its "Trans-Pacific" service, the Dollar Steamship Line provides weekly sailings between Los Angeles, San Francisco, Honolulu, Yokohama, Kobe, Shanghai, Hongkong, Manila, and in this same line's "Round-the-World" service, fortnightly sailings between Boston, New York, Havana, Colon, Balboa, Los Angeles, San Francisco, Honolulu, Kobe, Shanghai, Hongkong, Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, thence New York. In the Dollar Line's "Intercoastal Westbound" service fortnightly sailings are made between Boston, New York, Los Angeles, San Francisco.

Across the Pacific, over two routes, pass the fleet of the Japan Mail Steamship Line (formerly N. Y. K.), including fourteen vessels, also the new quadruple screw motor-ships, 22,000-ton *Asama Maru* and *Tatsuta Maru*. Seattle-Orient division includes sailings from Seattle and Victoria direct to Yokohama, Kobe, Koji, Shanghai, and Hongkong. California-Orient service provides sailings between Los Angeles and San Francisco and Yokohama, Kobe, Nagasaki, Shanghai, Hongkong, and Manila via Honolulu. Service from San Francisco, San Pedro, to South America is also provided by this line. A few weeks ago, the new *Chichibu Maru* also made her maiden voyage across the Pacific.

The South Seas-Australian service of the Matson Line provides a steamship link between San Francisco, Hawaii, Suva, American Samoa, and Australia. A seventeen-day voyage between California and Australia is possible by utilizing S. S *Malolo* to or from Hawaii, thence by regular South Seas steamers.

### *Mainland-Hawaii Direct*

Direct services to and from Hawaii, from the Pacific Coast, are the following:

En route services: Canadian Pacific Steamship Company, Canadian Australasian Steamship Company, Dollar Steamship Line.

Matson Line sailings to and from the Pacific Coast and Hawaii are as follows:

Seattle-Portland-Honolulu services alternate sailings Seattle to Honolulu, returning from Honolulu to Portland, and Portland to Honolulu, returning to Seattle.

San Francisco-Hawaii Sailings in both directions every Wednesday by Matson fleet headed by express liner *Malolo*. Two steamships continue from Honolulu to Hilo, Island of Hawaii, returning via Honolulu. One vessel continues from Honolulu to Kahului, Island of Maui, returning also via Honolulu. Connection at Honolulu is made with Inter-Island steamers and with Matson liners to or from the South Seas.

From Los Angeles, three times each month, steam forth for Hawaii vessels of the Los Angeles Steamship Company, including among others the *City of Los Angeles* and *City of Honolulu*. Each of these ships continues from Honolulu to Hilo, returning via Honolulu. The S. S *Calawaii* also calls at Kahului, Island of Maui, en route Hilo, returning via Honolulu.

## *Seen from the Observation Car*

How shall we go West?

There are some forty combinations of routes from Chicago alone to the Coast. Besides these there are the Canadian transcontinentals and those steel highways leading from mid and lower Mississippi Valley.

To help our readers in the selection we give a few brief glimpses of leading systems reaching summer playgrounds of the West

### *Ocean to Ocean on the Canadian National Railways*

Its steel pathway extending entirely across the continent from Nova Scotia to the Pacific Coast to British Columbia, the vast network of the Canadian National Railways reaches an infinite variety of summer resorts. Ocean, river, lake, and mountainland playgrounds are included Thirteen hotels are operated and the system has fleets of steamships both on the Atlantic and the Pacific. Canadian National Steamships are operated between Montreal, the Bermudas, Bahamas, Barbados, British Guiana, Jamaica, and British Honduras, and the Alaska service.

At the sunrise end of this long rail highway are the Maritime Provinces of Nova Scotia, Prince Edward Island, and New Brunswick, each dotted with summer resorts.

Turning westward it traverses French Canada, including the Laurentian Mountains, Laurentides Park, Murray Bay, and Quebec on the north, and the many towns on the south shore of the St. Lawrence.

Montreal is the eastern terminal of the through transcontinental trains.

From Montreal various divisions lead

on—along the St. Lawrence and Lake Ontario to Toronto; to Ottawa and through Ontario's highlands and lakes, including Algonquin Park, Lake Nipigon, etc.; to Port Arthur and Fort William on Lake Superior, with their Great Lakes steamer connection from Detroit and Sarnia by Northern Navigation Company.

Beyond lies Quetico Park and Lake of the Woods. Winnipeg is a crossroads for rail connection from Chicago via Chicago and Northwestern System and for the Canadian National's far northern lines stretching to Churchill on Hudson Bay.

In Saskatchewan Prince Albert Park and in Alberta Wainwright Buffalo Park are accessible.

West of Edmonton the glory of the northern Canadian Rockies is disclosed as the train penetrates the natural grandeur of Jasper and Mt. Robson National Parks.

At Mt. Robson station the famous Triangle Route forks, the northern arm following the Skeena River Valley to Prince Rupert; the southern arm extending southwest to the Fraser River Valley, thence to Vancouver. The western side of the Triangle is covered by the famous scenic coast route of Canadian National steamers between Prince Rupert and Vancouver.

Alaskan tourists may board the steamers at either port, and from Vancouver sail steamships of various lines across the Pacific, to Hawaii and to the South Seas.

### *Across the Continent by Canadian Pacific*

With 21,000 miles of steel between New Brunswick and British Columbia, with a fleet of transatlantic steamships operating between Montreal, Quebec, and Europe; a fleet of transpacific steamships covering the route between Vancouver, Honolulu, and the Orient; British Columbia coast and Alaska steamship routes, the Canadian Pacific bridges not only a continent but two oceans. Further travel facilities by this system include fourteen hotels and a Great Lakes steamer service joining Port McNicoll and Owen Sound with Sault Ste. Marie, Port Arthur, and Fort William.

Between charming St. Andrews-by-the-Sea in New Brunswick; the Chateau Frontenac on the heights of Quebec, and a round of golf on the Vancouver links, innumerable summer playgrounds are reached by the Canadian Pacific.

From Montreal to the Pacific Coast its through trains cover a distance of 2,866 miles.

West of Montreal divisions extend to Toronto and Detroit; through Ottawa and Ontario's lakes and highlands, including Algonquin Park to Lake Superior, connecting at Port Arthur and Fort William with Canadian Pacific and Great Lakes steamers.

On toward the sunset this rail highway leads to Portal, where connection is made to or from Chicago via the Soo Line.

At Calgary the motor-coach route extends southward to Waterton Lakes Park, Canada, adjoining Glacier National Park, Montana.

Beyond Calgary the line plunges into the heart of the Canadian Rockies, and in succession Banff, Lake Louise, Field, and Golden are reached, each far-famed for its scenic masterpieces.

A motor-coach detour is available through the heart of this surpassing region. Tourists may detrain westbound at Banff or eastbound at Golden. Between these points lie 142 miles of mountain wonderland covered in a twenty-four-hour trip, with one night spent at the idyllic Chateau Lake Louise.

Other motor trips include the three days Lariat Trail over three parks; Lake Windermere, two days' trip; Yoho Circle trip, one day; Moraine Lake trip, one day, and others. From Golden a line goes to the Windermere Lake country.

West of Golden lies Glacier and then Revelstoke, whence the Arrowhead-Kootenay Lakes region is accessible. From

ADVENTURELAND
CALLS YOU

COME where the mountains shine against the blue sky, and the winding trails lead to high adventure! Come and visit America's greatest vacation country, where you may enjoy every outdoor sport at its finest . . . .

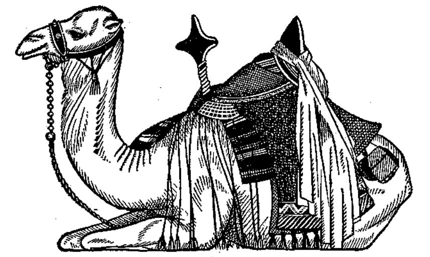
Fish, if you want to, in rushing mountain streams; play golf under the shoulders of the mountains; ride along trails that overlook mile-deep chasms; hike to historic passes where the pioneers camped. . . .

Glacier Park (on the main line of the Great Northern), or Mount Baker National Forest, Mount Rainier and the Puget Sound Country; Portland and the Columbia River, with Mount Hood, Mount St. Helens; Alaska, and the magic of the gold country. . .

Ask your local agent for literature about the Northwest Adventureland served by the Great Northern; or write direct to Travel Headquarters: Great Northern Ry., St. Paul, Minnesota.

GREAT NORTHERN

*The New*
**EMPIRE BUILDER**
*The Luxurious*
**ORIENTAL LIMITED**



**. . . on the HOMERIC MEDITERRANEAN CRUISE SUPREME**

The padded tread of caravan hoofs on cobbles centuries old . . . from the twilight arches of crooked streets comes the tinkle of strange music, through doors ajar stray faint wisps of hooka smoke and a breath of coffee fragrant as incense—here a splash of sunlight shows a native market spread—there a Moorish cornice silhouettes the cloudless Orient sky.

Join the Eighth Homeric Mediterranean Cruise from New York on January 24th. Morocco, Southern Spain, Algeria, the Balearics, Malta—a long stay in Egypt—the Holy Land—Turkey; the French Riviera at its peak of gaiety. And aboard, the leisure, the luxury and super-comforts of this great ship—the largest of all cruising steamers.

Early reservations assure the choicest rooms.

**THOS. COOK & SON**
585 Fifth Avenue, New York and branches
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**PATENTS.** Write for Free Guide Book, **"HOW TO OBTAIN A PATENT"** and Record of Invention Blank. Send model or sketch and description of your invention for our *Free Opinion whether it comes within Patent Office Rules. Prompt, Efficient Service. Easy payments.*

**Victor J. Evans & Co., 759 Ninth, Washington, D. C.**

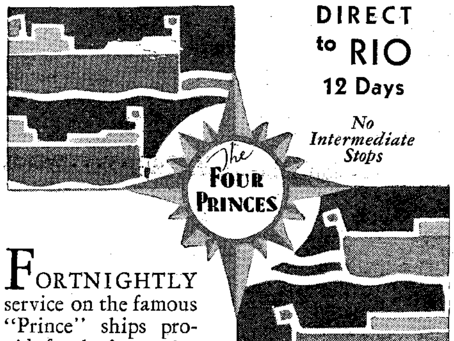
**SHORT STORY WRITING**

Dr. Esenwein

Particulars of Dr. Esenwein's famous forty-lesson course in writing and marketing of the Short-Story and sample copy of THE WRITER'S MONTHLY free. *Write to-day.*

**THE HOME CORRESPONDENCE SCHOOL**
**Dept. 74** **Springfield, Mass.**

**SOUTH AMERICA**



**DIRECT to RIO**
**12 Days**
*No Intermediate Stops*

FORTNIGHTLY service on the famous "Prince" ships provide for the *fastest time* to Rio de Janeiro, Santos and Montevideo with 17 day service to Buenos Aires. The travel-wise select the super-luxury liners—"Northern Prince", "Eastern Prince", "Southern Prince" or "Western Prince" for a fast, safe voyage.

Accommodations for first-class passengers only. Reservations and literature at authorized tourist agents or Furness Prince Line, 34 Whitehall St. (where Broadway begins), or 565 5th Ave., N. Y. C.

**FURNESS Prince LINE**

*Prince Line Service has been continuous between New York and South America for 35 years*

Sicamous we may visit Okanagan Lake. The transcontinental line follows the Thompson and Fraser River Valley to Vancouver.

Here connection is made with the Triangle Coast Service between Vancouver, Victoria and Seattle; the Alaskan Service; the Transpacific service, and steamship lines for Hawaii and the South Seas.

### *From the Great Northern's Observation Car*

Over the Great Northern System, early pathways of explorers, priests, and trappers are followed, and some of America's noblest scenery greets the traveler's eye.

Father De Smet, Lewis and Clark, Verendrye, MacKenzie, John F. Stevens, and many other empire-builders trod hither, while scenically the Great Northern's proud possessions are its gateways to Glacier National Park and its adjoining neighbor, Waterton Lakes Park of Canada.

Great Northern Trains are operated between Chicago and St. Paul via the Burlington System. An alternative route is by Northwest Airways airplane between these cities. Tourists who so elect may travel between the Twin Cities, Minneapolis and St. Paul, by motor-coaches of the Northland Transportation Company, rejoining train at either city according to direction.

West of Minneapolis the Mississippi Valley is threaded, and then delightful views are disclosed of Minnesota's labyrinth of lakes. The Red River Valley is traversed and North Dakota's fertile prairies follow. Devil's Lake with Sully's Hill National Park on its south shore is passed. At Verendrye the Verendrye National Monument, commemorating the great French explorer, may be visited.

Along the Missouri River the train rolls on with scenes on either shore once famous in early steamboating days. Still farther westward the line follows the Milk River, and then at Chester, Montana, are seen ahead looming against the horizon, the Rockies.

Before they are reached the Great Northern at Ahelby makes its connection through Billings with St. Louis and Kansas City via the Burlington Route.

Westward begins the sixty-mile climb to cross the Continental Divide through the Marias Pass, once a legendary crossing of the Indians, and discovered for the Great Northern in 1889 through the heroism of John F. Stevens.

At Meriweather we see from the car window the monument erected to the memory of Capt. Meriweather Lewis.

The rustic station at Glacier National Park and the western gateway at Belton are approaches to sublime mountain and lake wonderlands extending far beyond the International Boundary into Waterton Lakes National Park.

On and on toward the west the Great Northern carries us with glimpses of Kootenai Canyon and Falls, Bonners Ferry on the Old Oregon Trail, Pend Orielle natural fairyland, and into Washington, to Spokane.

Here we may diverge for the route along the Columbia River for Portland, or continue to Puget Sound by the Great Northern's own rails, crossing the Cascades by electric power through the new eight-mile-long Cascades Tunnel, with Seattle and Tacoma, or Vancouver, destinations.

An important artery in the Great Northern's system is its Duluth and Superior Route from the head of Lake Superior to the main transcontinental line.

### *Northern Pacific to the Northwest*

Following for many miles the historic trail of Lewis and Clark, the Northern Pacific System—"Yellowstone Park Line" covers regions rich in history. Plain, river, and mountain scenery alternate from the Mississippi to the Columbia River and Puget Sound. Gateways to Yellowstone National Park include the Gardiner, Cody, and Bozeman-Gallatin approaches, and motor-coach service to Mt. Rainier National Park. For 1,406 miles the way lies along shores of beautiful and famous rivers.

"The train follows the Mississippi River, 'Father of Waters,' for 383 miles; the historic Yellowstone is followed for 341 miles; the Missoula River, through the most impressive portion of Montana's 'Shining Mountains,' 106 miles; the Clark's Fork, from Montana into the lofty Idaho Rockies, 93 miles; and the Yakima River, through great, volcanic lava beds and contrasting, blossom-spread valleys in Washington, 141 miles."

The Burlington System for through-car service, or airplane service for variety, provides the link between Chicago and the Northern Pacific's beginning, at St. Paul.

Minnesota's lake region is traversed, then across the North Dakota border the line continues through Fargo and Bismarck, crosses the Missouri, and passes through Mandan.

Fifty miles from the present Bismarck, Lewis and Clark built a fort from which Sacagawea, the Bird Woman, led the party on. Montana is entered, and at Livingston a branch diverges to Gardiner, northern gateway to Yellowstone National Park. Beyond, at Bozeman, motor-coach connection is made with the Gallatin Canyon approach to the Park.

The route continues and passes the Pend Oreille region of Idaho to Spokane, across the Washington boundary.

West of Spokane the Columbia River is bridged, one route following the north shore to Vancouver and recrossing the river to Portland; the other continuing to Tacoma and Seattle, each with motor-coach connection for Rainier National Park. The Puget Sound Line covers the cities of the Northwest between Seattle, Tacoma, and Portland.

### *The Milwaukee Way West*

Over its own system between Chicago, St Paul, Minneapolis, and Seattle and Tacoma on Puget Sound, the Chicago, Milwaukee, St. Paul and Pacific System presents diverse attractions, including gateways to two famous National Parks. From Chicago, the western shore of Lake Michigan is followed to Milwaukee. Thence we travel northwest through Wisconsin lakelands to and along the shore of the Mississippi River to St. Paul and Minneapolis. Beyond the Twin Cities, Minnesota's lake regions are traversed, and the way leads on across North Dakota and through Montana including the Gallatin Gateway approach to Yellowstone National Park. Yellowstone Motor Coaches meet tourists who diverge from the main line at Three Forks to Gallatin Gateway.

The Idaho Cœur D'Alene lake region is crossed, then on to Spokane, thence over the Cascades to Seattle, Tacoma, including Ashford, direct gateway to Mt. Rainier National Park.

Six hundred and fifty miles of the line, over four mountain ranges, the Belts, Rockies, Bitter Roots, and Cascades, is under electric operation. This is the longest rail ride under electric power on any single railway.

Free side trips are provided to Mt Rainier National Park, Olympic Peninsula, Mt. Baker National Forest, Victoria, and Vancouver.

Other divisions of the Milwaukee System provide through service from Chicago to Rapid City in the Black Hills scenic country of South Dakota; to Omaha, with through car service from Chicago to Los Angeles via Union Pacific System, and from Chicago to Omaha, thence San Francisco via the Southern Pacific. Still other Milwaukee lines extend to Wisconsin lakes and rivers and to Excelsior Springs, Missouri, summer resort on the line between Chicago and Kansas City.

### *Overland in the Footsteps of Pioneers*

Over the trail of traders, settlers, and gold-seekers extends the Overland Route across the continent.

# 94 MEN

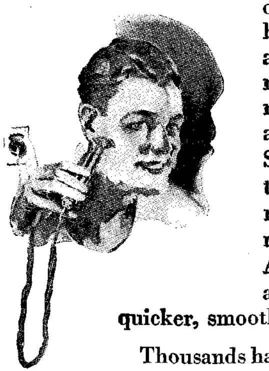
## WHO WANT TO BE SUCCESSFUL

### *can share in a success already proved, yet still in its infancy*

USUALLY, when you are invited to enter a promising enterprise, the invitation is extended before the success of the proposition is proved—and while it still must be taken on faith.

Rarely is a new product first introduced to the public in a big way, the demand for it demonstrated—and the door of opportunity then held open.

This is an opportunity for a limited number of qualified men to become distributors for the new Vibro-Shave Electric Razor and the Vibro-Massage.



All around you, you see evidence of the importance of the safety razor business in general. You can almost count the number of long-bearded men in your own town. Every one of the remaining men is a user of a razor and a consumer of razor blades. There are about 40,000,000 men and young men of shaving age in the United States, and more than 2,000,000 more annually reach shaving age. And most shavers are looking for a quicker, smoother, cooler shave.

Thousands have already found this better shave in the new Vibro-Shave Electric Razor. And they have bought this razor in preference to the many makes more extensively advertised and longer known.

They have paid $5.00 or $7.50 each (according to finish) for these razors, which are top prices for any razor not deliberately made "super de luxe" for the sole purpose of carrying a high price.

And how the testimonial letters have come in!—sincere, unsolicited, unpaid for. Old shavers who for many years had been unsuccessful in their quest of The Perfect Shave, cry "Excelsior!" upon a trial of the Vibro-Shave Electric Razor.

There are now nearly a half-million users of this modern shaving implement in the United States—and some hundreds in almost every civilized country.

Years have already been spent in perfecting it—so that all mechanical problems have been solved and the experimental period passed. It is now an approved electric appliance in this, the Electrical Age.

The Vibro-Shave Electric Razor is a safety razor, using wafer blades that require no sharpening.

It is equipped with an electrically actuated vibratory mechanism, operating on ordinary household current.

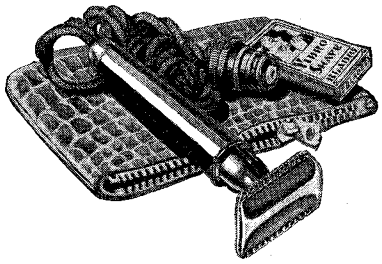
When the current is turned on, the vibrator imparts to the blade a reciprocating motion, of lightning-like rapidity.

The result is that the hairs are smoothly and swiftly removed—actually mowed off instead of being scraped off. Yet this razor is as safe to use as any razor made.

Because of this scientifically correct method of cutting off the hairs, painful pull is eliminated, and shaving becomes a pleasant experience instead of an ordeal.

At the same time that the user of the Vibro-Shave Electric Razor is so smoothly and swiftly removing the stubble, he is giving his face a soothing, refreshing vibratory massage.

So, when he finishes, in a few pleasant minutes, his face actually feels better for the experience; there is no sensation of its having been scraped; no raw, sore patches; no "razor-rash".

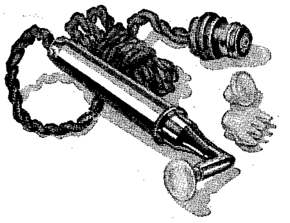


The Vibro-Shave comes in chromium plate with Bakelite handle, having end-switch, electric cord and plug, and initial supply of blades, for $5.00 list. De luxe gold plated, in zipper pouch, for $7.50 list.

### *The Vibro-Massage*

A sister-product to the Vibro-Shave, is a dainty, feminine type of electric facial vibrator, light and easily handled, yet wonderfully effective.

It is furnished with three interchangeable applicators for the face, neck and scalp. One of these is especially designed to banish "crow's-feet", those insidious fine wrinkles that often make young women look old; because of its small size and ease of handling, this applicator can safely be used close around the eyes.



The Vibro-Massage is made in two styles, complete with all attachments; one, chromium plated, sells at $5.00 list; the other de luxe gold-plated, with gold cord, and encased in a zipper pouch is $7.50 list.

So far, the Vibro-Shave Electric Razor and the Vibro-Massage Electric Appliance have been advertised to the consumer through test campaigns only. Yet from this advertising has come a highly gratifying response. Actually, many thousands of direct orders have been received; all of these orders coming from persons who could not find the desired appliance at their dealer's.

### *Distributors and Dealers*

Our advertising for the coming season will be very extensive, appearing in the great national weeklies whose circulations run into the millions. There will be hardly a home in the country not reached by one or more of these magazines.

We feel that to multiply sales indefinitely it is now only necessary for us to build up an adequate national distributor and dealer organization. And it is to this end that this advertisement is published.

Any reader in the United States or Canada, who is in a position to act as our distributor, who finds himself really interested in these products, and who possesses (*1*) *High Character,* (*2*) *Merchandising and Sales Experience* (*3*) *Sufficient capital to finance the territory desired,* is invited to correspond with the Sales Department, Electric Razor Corp., Long Island City, N. Y.

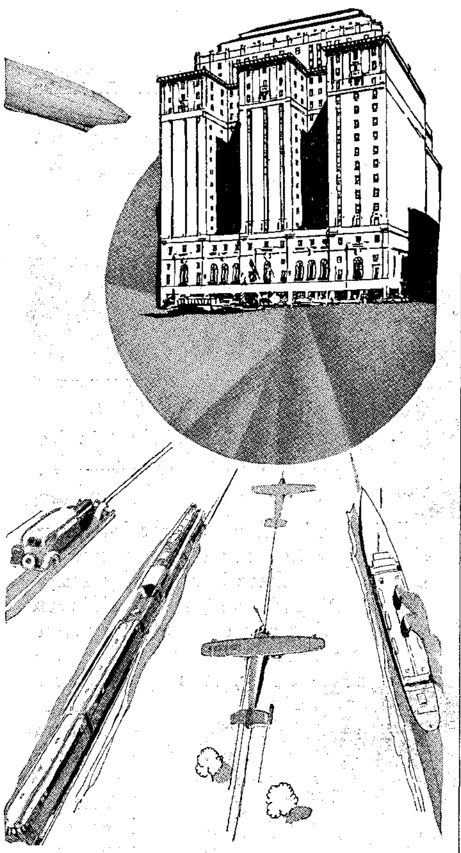
**FOR THOSE INTERESTED AS USERS**—Realizing that many persons will read this advertisement in the Literary Digest who will not be interested in a distributorship, but will desire one or both of our appliances for their own personal use, we print below our customary coupons for the use of those who do not find our appliances at their dealer's.

Electric Razor Corp. *L. D. 6-7*
40-09—21st Street, Long Island City, N. Y.
I enclose $ for which you will mail me postpaid a Vibro-Shave complete with blades. (For 110 volts A. C.)

*Name*________________________
*Address*________________________
*City*____________ *State*________

Electric Razor Corp. *L. D. 6-7*
40-09—21st Street, Long Island City, N. Y.
I enclose $ for which you will mail me postpaid a Vibro-Massage complete with applicators. (For 110 volts A. C.)

*Name*________________________
*Address*________________________
*City*____________ *State*________



All roads lead to the Roosevelt

The Roosevelt is conveniently located to all main railroad and bus terminals, steamship docks, and airports. A private underground arcade from the lobby takes you to the Grand Central Station and the subways which reach any part of Greater New York. Direct routes, avoiding congested traffic, lead from The Roosevelt to the Holland tunnel and to all main motor highways of New England and the North.

When you make the Roosevelt your home, you are in the center of the Grand Central Zone, with its towering skyscrapers, and the world's most famous stores and smartest specialty shops. The Great White Way, a few blocks distant, offers the latest amusement attractions. See special offer below.*

The ROOSEVELT
*Edward Clinton Fogg, Managing Director*
Madison Avenue and 45th Street, New York City

*Before you visit New York, write The Roosevelt for this *free* amusement guide.

Gotham Life, published each week, gives the latest facts about theatrical attractions, movies, churches, lectures, museums, sports and other current attractions. Tell us when you plan to visit New York and we will send you the copy issued nearest that date with our compliments. Rate folder on request.

UNITED HOTELS

Three systems form its links: the Chicago and Northwestern between Chicago and Omaha; the Union Pacific between Omaha and Ogden; the Southern Pacific between Ogden and San Francisco.

There are important offshoots from the Union Pacific's portion of the route. From Julesburg and Cheyenne lines diverge to the Denver Rocky Mountain region including gateways to Rocky Mountain National Park. From Granger there is a route to Spokane, Portland, Tacoma, and Seattle intersecting Pocatello, whence a line goes to West Yellowstone gateway of Yellowstone National Park and to Butte. The route to Oregon follows part of the way the famous Oregon Trail. From Ogden branches southward to Salt Lake City and Los Angeles the Union Pacific's Southern California Route. At Lund on this division is branch to Cedar City, where tourists detrain and board motor-coaches for visits to the marvelous natural wonders of Utah, including Cedar Breaks, Bryce Canyon, and Zion National Parks, continuing into Arizona and through the Kaibab National Forest to Grand Canyon Lodge, north rim of the Grand Canyon.

By the main route from Chicago to San Francisco we roll over the rich agricultural lands of Illinois, Idaho, and Nebraska, crossing the Mississippi and Missouri Rivers. Then along the North Platte into the land of the Sioux and Cheyennes. Julesburg of romantic past, Cheyenne with its "Frontier Days" Celebration, in July, Laramie of fur-trader fame, Creston on the Continental Divide are passed, and then through Echo and Weber Canyons to Ogden. West of Ogden we cross Great Salt Lake and into the mountains again. At Reno we may diverge to Lassan Volcanic National Park. Truckee is the gateway to Lake Tahoe and the scenic Tioga Road from it to Yosemite National Park. Beyond Truckee is Donner Lake with tragic associations of early days; the goldfields of the Forty-Niners; American River Valley, Sacramento of Sutter fame, and thence the Sacramento Valley is followed to San Francisco Bay.

## *Over the Burlington's National Park Line*

The Burlington System provides the links of various attractive transcontinental routes and further reaches over its own lines, Natural Parks, historic regions, and impressive scenery.

Between Chicago and St. Paul the Burlington carries the transcontinental trains of the Great Northern and the Northern Pacific systems. For 300 miles between Savannah and the Twin Cities the track parallels the Mississippi River, lined with bluffs and dotted with islands.

From St. Louis and Kansas City the Burlington brings tourists to the Northern Pacific and to the Great Northern via Billings, through the famous Black Hills and Big Horn country reminiscent of stirring days in our early history. Other divisions extend from Chicago, Minneapolis, St. Louis, and Kansas City to Denver, and from Denver northward, with three gateways to Rocky Mountain National Park and the Cody approach by motor-coach to Yellowstone National Park.

A California service is also operated over the Burlington Route to Denver, thence by Denver and Rio Grande Western and the Western Pacific to San Francisco.

## *Chicago and Northwestern Pathways*

The Chicago and North Western System bears over its rails services of various attractive routes to the Pacific Coast.

Through cars from Chicago to Vancouver, via Jasper National Park, are operated over the North Western Railway to Winnipeg, thence on Canadian National Railways.

On the Overland Route through trains are carried by the North Western to Omaha thence to San Francisco by Union and Southern Pacific Systems.

Puget Sound is reached by the North Western via Omaha, thence by Union Pacific, with side trip to Yellowstone National Park.

A route to Los Angeles is by North Western to Omaha, thence by Union Pacific via Salt Lake City and Utah Parks.

Northward from Chicago the Chicago and North Western System provides lines to Michigan and Wisconsin lake regions including lines to the Twin Cities and Duluth. Westward it has a direct route to the famous Black Hills, Custer State Park region of South Dakota.

Its far western terminus is at Lander, Wyoming, where motor coach service is provided northward directly through the new Grand Teton National Park with its superb scenery and historical associations to the southern gateway of Yellowstone.

## *On the Rock Island to Rockies and Coast*

From Chicago, St. Louis and Memphis reach toward the west the various lines of the Chicago, Rock Island and Pacific System giving direct access to Minneapolis and St. Paul; Denver and Colorado Springs and to the Southwest.

From Chicago and St. Louis for California in conjunction with the Southern Pacific System from Santa Rosa, New Mexico, thence via El Paso it is the eastern link of the "Golden State Route." West of El Paso the wonders of the Southwest listed elsewhere under "The Sunset Route" are features of the Golden State Route. Also for California via the Colorado Rockies the Rock Island System has through car service to Denver, thence over Denver & Rio Grande Western to Ogden and Southern Pacific to San Francisco.

From Memphis the Rock Island lines afford a direct service to Hot Springs National Park and also from Memphis a through service to California via Southern Pacific from Santa Rosa and El Paso.

## *The Missouri Pacific Network*

From St. Louis, Memphis, New Orleans and other points the great Missouri Pacific System covers the Mid-west, Southwest and Gulf Coast region with a network of lines extending to Omaha; Pueblo, Colorado Springs and Denver; Fort Worth and El Paso; Laredo gateway to Mexico; Houston, Galveston and Brownsville.

Summer resorts reached include Hot Springs National Park; the Ozark Mountain region; Colorado Springs—Pike's Peak country; Denver and Colorado Rockies.

Several attractive transcontinental routes are provided.

From St. Louis and Memphis to Southern California is the "Sunshine Special" route via El Paso and Southern Pacific System. From St. Louis and Kansas City to San Francisco is operated the Scenic Limited running through the Colorado Rockies over the Denver & Rio Grande Western to Salt Lake City thence to California by the Western Pacific System.

## *Royal Gorge, Salt Lake, Feather River Route*

Sixteen hundred miles of varied scenery including the Colorado Rockies; Wasatch Mountains and Great Salt Lake in Utah; Toano, Humboldt and Hot Springs Ranges of Nevada; Sierras and Feather River Canyon of California are included in the Denver & Rio Grande Western—Western Pacific route between Denver, Salt Lake City and San Francisco. Scenic highlights include: Colorado Springs (Manitou and Pike's Peak); Royal Gorge; Eagle River Canyon; Colorado River Canyon, Price River Canyon; Soldier Summit; Salt Lake City attractions; Humboldt River historic trail; Beckwith Pass of the Sierras and the grandeur of the Feather River Canyon. Diverging branches provide approaches to Santa Fé and from Marysvale via motor coaches to Bryce Canyon National Park, Cedar Breaks and Zion National Park;

from Mancos to Mesa Verde National Park; from Paxton to Lassen Volcanic National Park. A division also reaches Santa Fé.

Motor coach detours are available to summer tourists connecting the railroad with the Royal Gorge Suspension Bridge, the highest bridge in the world; Mesa Verde National Park and other National Parks described above.

### *Santa Fé Trail—Grand Canyon Route*

From Chicago to Los Angeles, San Diego and San Francisco stretches across the country the main stem of the Santa Fé System, disclosing a variety of natural wonders, Indian civilization and historic scenes of Spanish and pioneer America.

Indian detour trips in Cadillac Harvey cars with competent drivers and young women couriers are available to tourists at Lamy, New Mexico.

Westward from Lamy the Santa Fé route continues through the Hopi, Navajo and Zuni country with Acoma, "the Sky City," the Enchanted Mesa and Canyon de Chelly nearby. Winslow, Holbrook and Adamana are approaches to the petrified Forest National Monument and Flagstaff to the Painted Desert. At Williams, through cars are diverted to the Brink of the Grand Canyon. Beyond Williams, marvelous red sandstone formations are seen from the car window, and California is entered at Needles. From Barstow over the Cajon Pass is the approach to Los Angeles and beyond Barstow over the Techachapi Pass the San Joaquin Valley is entered with its adjacent National Parks on the way to San Francisco.

Side trips, other than Indian Detour and the Grand Canyon National Park, outlined above, include the following: North from La Junta to Denver, Colorado Springs, Pueblo, Colorado Rocky Mountain region; north from Lamy to the city of Santa Fé; south from Albuquerque to El Paso; from Newton south to Houston and Galveston; from Clovis south to Carlsbad Caverns National Monument; from Ash Fork south to Prescott and Phœnix; from Visalia or Exeter motor coach to Sequoia National Park; from Fresno and Visalia motor coach to General Grant National Park; from Merced to El Portal and Yosemite.

### *Along the Sunset Route to California*

Following the pathway of conquistadores and padres along the Old Spanish Trail from the Mississippi River to California, extends the Southern Pacific System's "Sunset Route."

From New Orleans, reached by the Southern Pacific Steamship Line (Morgan Line) from New York or by various rail lines, the train is ferried across the Mississippi River.

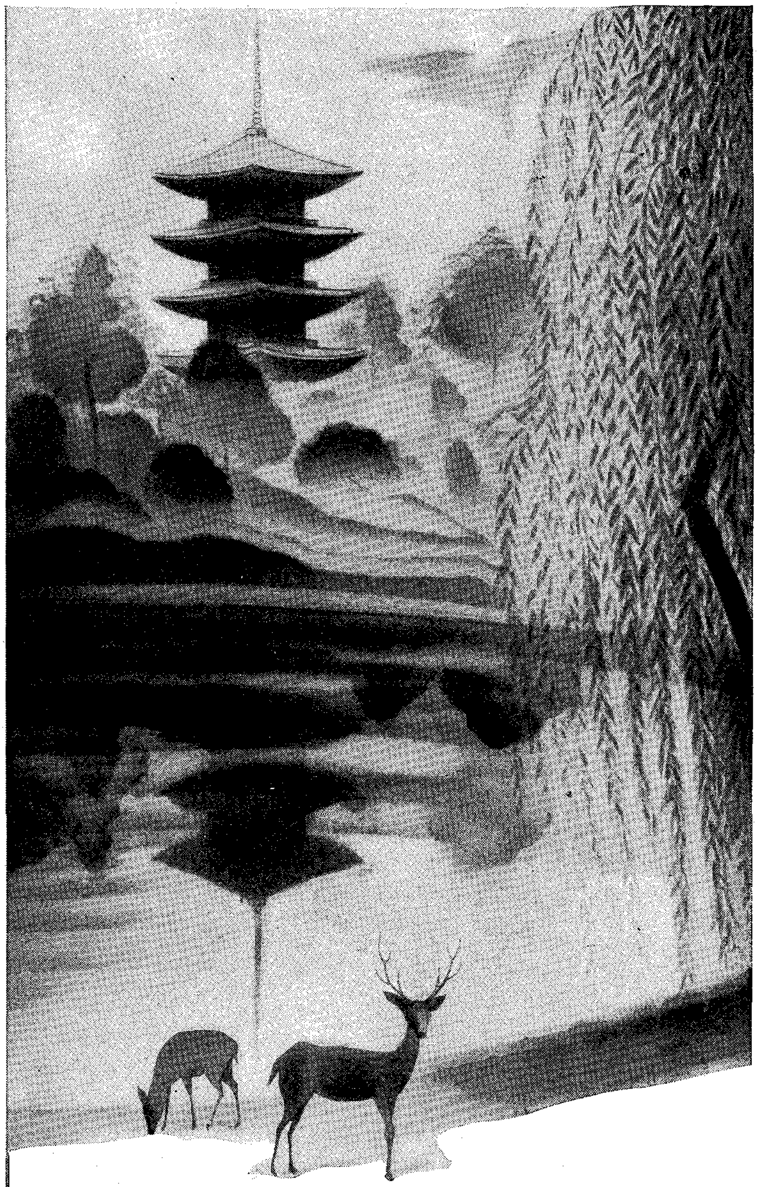
Busy Houston, San Antonio with its historic Alamo, the mountainlands of western Texas follow. El Paso gateway to Mexico and approach to the summer resort at Cloudcroft is reached.

At Bowie westbound passengers diverge to Globe for the Apache Trail Detour. Eastbound tourists detrain at Phœnix. Between Globe and Phœnix the Trail discloses an amazing series of wonders.

West of Globe on the main route is Tucson, gateway to prehistoric wonders, Mission San Xavier, etc. As the California border is crossed, there is the alternative route through the impressive Carriso Gorge, tunnel, precipice and curve alternating in a triumph of engineering, then through Agua Caliente and Tia Juana to San Diego. The main route goes on to Los Angeles, where the traveler has the choice of two routes northward to San Francisco; first the Coast Line; second, the Valley route over the Techachapi Pass with approaches to Sequoia, General Grant and Yosemite National Parks.

The connecting link between San Francisco and the Pacific Northwest is the Southern Pacific's Shasta Route. Crater Lake National Park is accessible by side trips from Medford on the Siskiyou Line and Klamath Falls on the Cascade Line.

BEAUTIFUL JAPAN



EACH year, increasing thousands enjoy the mystery, the beauty, and the interesting weave of modernism that runs through the age-old pattern of Japan.

It has been the privilege of the Japan Tourist Bureau to serve many of these travelers, through its vast facilities abroad and in its New York office, established a year ago. Through its intimate contacts abroad the Bureau offers a most comprehensive service to those contemplating a trip to Japan and the Orient. Tours are planned, itineraries arranged; suggestions offered on matters which might be overlooked, even by the travel-wise. The Bureau cooperates with the tourist direct, as well as through the tourist agencies of the country.

The Japan Tourist Bureau is a non-commercial organization and offers its services without charge of any kind. Representatives will be honored to explain the scope of this service, and to cooperate in planning the proposed trip to the Orient.

*The Wonderlands of Japan, Korea, Manchuria and China are reached from the United States and Canada by the Nippon Yusen Kaisha, Osaka Shosen Kaisha, the American Mail Line, the Canadian Pacific and the Dollar Steamship Line. Full information will be furnished by any of these Lines, any tourist agency or by the*

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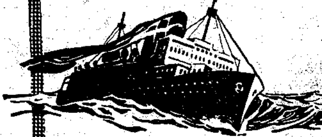

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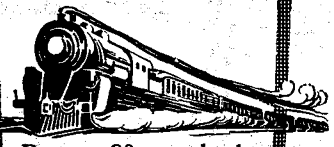

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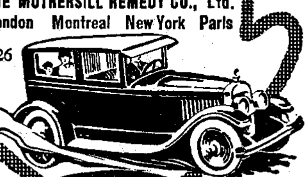

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# Canadian Summer Playgrounds

"Canada welcomes the tourist as the nation's guest to this land of beauty, hospitality, and prosperity," says the Hon. Charles Stewart, Minister of the Interior.

"It is a land of extensive seacoast where sheltered waters are the delight of the yachtsman and the favorite haunt of big-game fish. It is a land of innumerable lakes and rivers, the home of the camper and canoeist. In its snow-capped, glacier-tipped mountains it offers endless opportunities to the mountain climber. To him who is akin with the beauty of nature, it affords wonderful scenes of great diversity—the joy of the artist. Thousands of miles of unsurpassed roadway conduct the motorist through reminiscences of ancient feudal France into the restless activities of modern progressive cities. In a word, so great is the variety of Canada's attractions that rare, indeed, is the tourist who will not be bounteously rewarded by a visit.

"Two of the world's greatest railways traverse Canada from ocean to ocean, including in their systems lines of ocean and coastal steamships, fleets of Great Lakes and river steamers, and chains of large, perfectly appointed hotels from Atlantic to Pacific having the highest standards of service. Commodious steamers ply the St. Lawrence to its famous resorts and hotels.

"The automobile affords opportunities for seeing Canada in detail, and the best of motor roads throughout the country enable one to visit sequestered regions of great interest and beauty: Maritime Provinces and Quebec with their historic reminiscences, ancient châteaux and attractive farms; Ontario with its agricultural and industrial activities; the boundless plains of central Canada, one of the world's granaries; and, again, the lofty mountains of the Pacific green in forest growth to the snow line."

We present now hints of a few typical playgrounds of the Dominion, beginning with the Maritime Provinces:

## NOVA SCOTIA

The Land of Evangeline, with its thousand miles of beaches, its forested hills, charming towns and historical romance, has long been sought of by summer tourists.

## NEW BRUNSWICK

Forest, river, stream, and seashore provide every form of summer recreation from golf at St. Andrews-by-the-Sea to fishing on the incomparable Miramichi.

## PRINCE EDWARD ISLAND

"The Garden of the Gulf" is a land of pastoral beauty and delightful seashore summering places.

## NEWFOUNDLAND

A fiord-lined coastline, with interior regions dotted with innumerable lakes, and covered by vast forests, provides attractions to sportsmen.

## TADOUSAC-SAGUENAY RIVER

At the confluence of the Saguenay and St. Lawrence stands this ancient French village in a rare setting of bay, river, and *mountain, the oldest settlement in Canada,* once a fur-trading post. From Tadousac to Chicoutimi are seventy miles of fiord-like scenery culminating with the towering Capes Trinity and Eternity, rising sheer from the Saguenay river.

## MURRAY BAY

Canada's most fashionable inland waterway resort with the new Manoir Richelieu center of an exclusive summer colony.

## QUEBEC

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### MUSKOKA LAKES

"The Muskoka Lakes really embrace a number of lakes varying in size and shape, the three principal bodies of water being Lake Muskoka, Lake Rosseau, and Lake Joseph."

### LAKE OF BAYS

"Twenty-five miles to the north and east of the Muskoka Lakes lies what is known as 'The Lake of a Thousand Bays.'"

### ALGONQUIN PARK

"To the nature lover no part of Ontario possesses a stronger appeal than this vast and wonderful sanctuary of wild life. As a forest and game reserve it covers nearly 3,000 square miles, embraces 1,500 lakes of every imaginable size connected with labyrinths of winding streams and picturesque rivers."

### GEORGIAN BAY

"From north to south Georgian Bay has a length of 125 miles and an average width of approximately 50 miles, the entire shore line being broken up into innumerable bays and inlets, while toward the northeast part of the bay are the world-famed '30,000 Islands.'"

### LAKE NIPISSING—FRENCH RIVER

"Wonderful Lake Nipissing may be reached by steamer from North Bay about 227 miles north of Toronto. It is a most beautiful lake, approximately 50 miles in length and averaging 10 miles in width.

### KENORA AND LAKE OF THE WOODS

"Kenora lies in the center of the Lake of the Woods district, and is an excellent tourist and holiday center for the surrounding district."

### KAWARTHA LAKES AND RICE LAKE

"The charm and beauty of these lakes so impress the Indians of old that they gave them this name, meaning 'Bright waters and happy lands.'"

### THE THOUSAND ISLANDS

"Perhaps one of the most popular trips is that from Kingston through the Thousand Islands and down the Rapids of the noble St. Lawrence."

### LAKE NIPIGON

"Lake Nipigon with the Nipigon River connecting it is about 105 miles east of the Twin Cities. The river flows into Lake Superior from the north."

### QUETICO FOREST RESERVE

"This delightful spot situated in the Rainy River district, 103 miles west of Port Arthur, is another Paradise for the camper and sportsman."

### JASPER NATIONAL PARK

From Jasper Park Lodge: "Trail riding, hiking or motoring to Mount Edith Cavell and the Angel Glacier, to Maligne Canyon, Pyramid Lake. Climbing with Swiss guides; golf on Canada's championship 18-hole course."

### BANFF-LAKE LOUISE

One of the world's premier mountain resorts in the heart of the Canadian Rockies, including hot springs, swimming, golf and tennis, mountain climbing, boating, riding. Lake Louise—exquisite beyond description, Château Lake Louise is headquarters for numerous trips.

See NEW HAMPSHIRE

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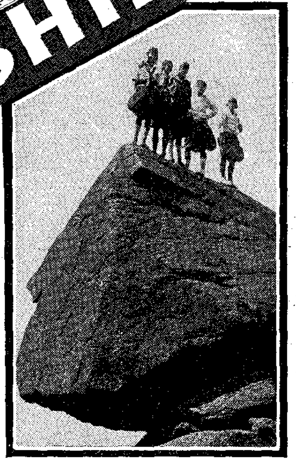

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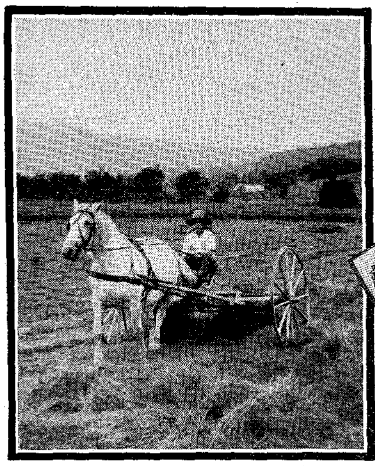

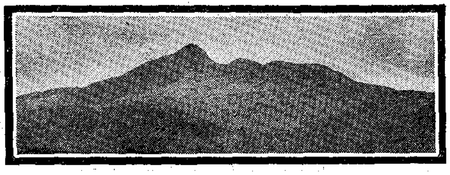

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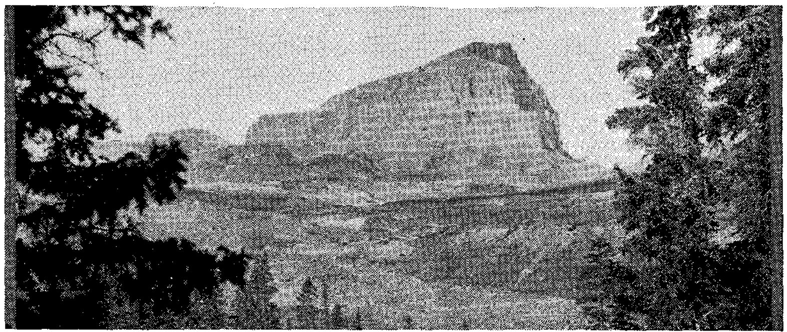

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THE COLORADO ASSOCIATION

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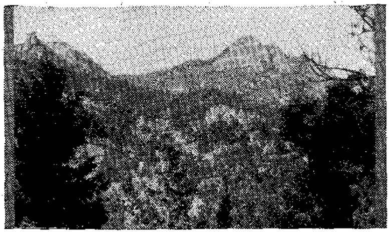
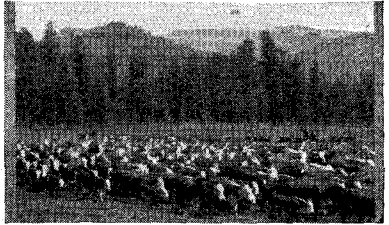


In Pike National Forest



In San Juan National Forest

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# All Aboard for Europe

WATCH the crowds moving down the piers, eager, expectant. What is the urge that brings them hither in multitudes to fill the decks of the great liner? Its ingredients are diverse, but each stimulates a common impulse. Tang of the sea, deck sports and deck romance, rest and recreation, cultural opportunity—all these whet the desire for a trip to Europe.

Let's see who is here. A horde of fun-making college boys and girls; Mr. and Mrs. Millionaire; Professor Metaphysics and family; folk from Main Street; a sprinkling from Hollywood; even Miss Stenographer, are rubbing elbows on the gang-plank of travel democracy.

All because the steamship people have made a trip across the Atlantic within reach of the limited budgets as well as the big ones.

The old second cabin is being abandoned and replaced by the tourist class, or as they designate it, "Tourist Third Cabin."

The modern-idea cabin ship which has swept the sea with its popularity sees its latest and most luxurious addition make her maiden début, a ship of this class undreamed of a year or so ago.

And up-to-the-minute forms of entertainment result in an ultra-modern night club on one huge liner and the installation on this and a number of other vessels of sound motion-picture equipment.

Besides the attractions of unfamiliar peoples, cities, scenery and historical associations which are always European inducements, some outstanding events take place this summer.

Among these will be the pilgrimage of Gold Star Mothers to France. More than 4,000 who have faced the supreme sacrifice exacted by the World War will visit the Battlefields as guests of our Government.

Another event will draw throngs of reverential tourists to a quaint little village in the Bavarian mountainland to attend the sacred passion play of Oberammergau, resumed this summer.

Throngs of music lovers will gather next month at Baireuth for the Wagner Music Festivals.

Let us see then where the various lines go and what is new in ships.

## *The Cosulich Route*

Cosulich Line linking New York, Lisbon, Gibraltar, Marseilles, Naples, and Trieste is making this summer regular calls at Boston. The Cosulich fleet is headed by the new 24,000-ton motor-vessels *Vulcania* and *Saturnia*.

## *Flying Cunard Colors*

Cunard, Anchor, and Anchor-Donaldson Lines maintain north Atlantic passenger service to or from New York, Boston, St. John, N. B., Halifax, Montreal and Cherbourg, Southampton, Plymouth, Cobh, Liverpool, Belfast, Galway, Swansea, Glasgow and Londonderry.

Nearly thirty modern, well-appointed steamships fly the Cunard colors. *Berengaria, Aquitania, Mauretania,* premier members of the great Cunard fleet are operated in the Cherbourg and Southampton service with calls by *Mauretania* at Plymouth. Six vessels are operated between New York, Belfast, Liverpool; two between New York, Galway and Liverpool; and one between New York, Swansea, and Liverpool. Sailings by five steamships are provided between Boston, Cobh and Liverpool, and by three ships between Boston, Belfast and Liverpool; by two steamships between Boston, Galway and Liverpool. Bookings are available on nine vessels for the New York, Plymouth, Havre and London route, and by three steamships for the New York, Cobh, Plymouth, Havre and London. Between New York, Londonderry and Glasgow are operated six steamships. Between New York, Belfast and Glasgow, four. Between Boston, Londonderry and Glasgow, four. Between Boston, Belfast and Glasgow, three. With a call at Boston the S. S. *Lancastria* sails between New York, Plymouth, Cherbourg, Helsingfors. Four steamships will be operated over the St. Lawrence route from Montreal to Plymouth, Havre and London and three over the St. Lawrence route between Montreal, Glasgow and Liverpool; while two will include Belfast and Liverpool, and two others Belfast and Glasgow. *S. S. Letitia* will call on the route at St. John, New Brunswick, and Halifax, Nova Scotia.

## *Fabre Way to the East*

Fabre Line—Operates its Steamships *Providence, Patria, Canada, Alesia, Sinaia,* with regular sailings to and from the Mediterranean, and New York, Providence, and Boston, calling at the Azores, Madeira, Lisbon, Algiers, Palermo, Naples, Villefranche, Piraeus, Saloniki, Constantinople, Constanza, Jaffa, Haifa, Beirut, Alexandria and Marseilles.

*The many readers of* THE LITERARY DIGEST *who are going abroad, and do not wish to lose touch with current events, will be glad to know that almost every important steamship line will present its guests with a current issue of* THE LITERARY DIGEST *while crossing the ocean.*

*Latest available issues will be found in waiting-rooms of steamship offices in foreign ports and in every United States Consulate throughout the world.*

*This world-wide service to tourists is being sponsored through the courtesy of the United Hotels of America. It was begun several years ago by the French Line.*

## *The Tricolor of France*

French line, a pioneer in the single-cabin type of steamship, has just brought across the Atlantic on her maiden voyage the ultra modern flagship of its cabin fleet, *Lafayette,* a 22,000 ton motor-vessel, product of the St. Nazaire yards. *Lafayette* will be operated on the New York-Plymouth-Havre route, over which also travel the queenly *Ile de France* and her consorts *France* and *Paris,* and the *Lafayette's* elder sisters, *De Grasse* and *Rochambeau.* French Line cabin ships also ply between New York, Vigo, Havre and Bordeaux. Sailings are further available from Houston, Texas, New Orleans to Havre, and from San Francisco, Los Angeles and Havre via Panama Canal.

## *Hamburg-American Speeds Up*

Hamburg-American Line announces a new seven-day weekly express passenger and freight service to Europe by its four reconditioned steamships, *New York, Hamburg, Deutschland* and *Albert Ballin.* More powerful turbines were recently installed in these vessels. The increased speed, however, has not diminished the steadiness of the vessels, which is due to the special anti-rolling tanks included in the hull construction.

These ships with *Reliance, Resolute* and *Cleveland,* and the motor-ships *Milwaukee* and *St. Louis,* are operated in the trans-atlantic service between New York and Hamburg via Cobh, Cherbourg and Southampton.

## *Holland-America's Service*

Holland-America Line is operating its new 40,000-ton flagship *Statendam* over the New York-Plymouth-Boulogne-Sur-Mer-Rotterdam route with the liner *Rotterdam* thoroughly reconditioned, her Second Class having been converted into "Tourist Third Cabin." Second cabins on *Volendam, Veedam* and *New Amsterdam* have been also converted into "Tourist Third Cabin."

## *"I. M. M'S." Summer Program*

The huge fleet of the International Mercantile Marine, including White Star, Red Star, White Star Dominion, Atlantic Transport and Leyland Lines in trans-atlantic services will be augmented by the new White Star liner *Britannic* arriving at New York on her maiden voyage from Liverpool next month. *Britannic* is the largest motor-ship built in Great Britain, and is the world's biggest cabin ship, with a capacity of 1,550 passengers. She will traverse the New York-Liverpool route. White Star's trio, *Majestic, Olympic* and *Homeric,* cover the New York, Cherbourg, Southampton express service. *Adriatic, Baltic, Cedric* and *Albertic* will steam over the New York-Cobh-Liverpool route. *Belgenland* and her companion ships will go between New York and Antwerp, calling at Plymouth and Cherbourg eastbound, and Southampton, Cherbourg, and Halifax westbound. Between New York and London, with calls at Cherbourg and Boulogne operate *Minnewaska* and *Minnetonka.* Over the St. Lawrence route from Montreal and Quebec to Liverpool with certain calls at Belfast, Cobh and London via Southampton and Havre, ply the *Laurentic, Doric, Calgaric, Regina, Albertic* and *Megantic.* Other services are operated from Boston to Cobh and Liverpool, and from New Orleans to Liverpool.

## *Improved Services to Italy*

Lloyd Sabaudo operating *Conte Biancamano* and *Conte Grande,* between New York and Mediterranean ports is constucting at Trieste a great 45,000-ton liner, the *Conte di Savoia,* which is planned to develop a speed of 27½ knots and provide a service of five days to Gibraltar and seven days to Italy with capacity for 1,900 passengers.

Meanwhile the Navigazione Generale Italiana operating the 32,650-ton motor-ship the *Augustus, Roma,* and other vessels between New York, Gibraltar, Naples, Villefranche, and Genoa announces a new steamship, the *Rex,* which will be similar altho slightly larger than *Conte di Savoia* with speed requirements over 27 knots, ten decks, and passenger capacity of 2,000. She also will bring Italian ports within seven days of New York.

## *North German Lloyd Flyers*

With the fastest steamships in the trans-atlantic trade, *Europa* and *Bremen,* the North German Lloyd Line provides swift crossings between New York, Plymouth, Cherbourg, and Bremen, bringing Germany within six days of New York. Over the St. Lawrence Route, Lloyd Canadian service includes sailings between Montreal, Quebec, and Bremen, with well-appointed Cabin Class and Third Class steamships. There is also a service between Halifax and Bremen. A boat train special is being operated by the Pennsylvania Railroad from Pittsburgh, with connections from Chicago, Detroit, Cleveland, and other points direct to North German Lloyd pier, Bay Ridge, Brooklyn, leaving Pittsburgh on the morning of sailing days.

## *To Sunny Spain*

Direct service between New York and Spain is provided by the Spanish Royal Mail Line serving the ports of Cadiz and Barcelona. Also, Vigo, Coruña, Gijon, Santander, and Bilboa.

### *Under the Stars and Stripes*

The United States Lines, with sailings between New York, Cobh, Plymouth, Southampton, Cherbourg, and Hamburg, have abolished this year all second-class accommodations on the *Leviathan* and substituted new tourist class which has been classed as "Grade A" by the Steamship Conference. More than 4,000 Gold Star Mothers will be carried to France by the United States Lines this summer, and the fleet will transport to and from Europe members of one hundred and three university alumni associations throughout the country, which have selected the United States Lines as their official fleet. The 59,956-ton flagship *Leviathan* has been thoroughly overhauled for the summer service, and the "Club Leviathan," a new night club, added. The ship will also entertain her guests with sound motion-pictures. Ship-to-shore telephone service is also a feature on the world's largest ship. The *Leviathan* has sumptuous first cabin accommodations ranging down to as low as $300, and the new tourist accommodations at $122.50. The red, white, and blue funneled fleet is operating besides *Leviathan* the steamships *George Washington, President Harding, President Roosevelt, America,* and *Republic.*

Five American Merchant Lines steamships, *American Merchant, American Trader, American Farmer, American Banker,* and *American Shipper,* provide comfortable but limited passenger accommodations between New York and London direct at the modest fare of $100.

### *New Line to South Africa*

Monthly sailings are made to South Africa by the new motor-ship *City of New York,* and six other boats, of the American South African Line, calling en route at Bermuda and St. Helena.

### *North Cape Cruises*

Usual steamship services to Sweden, Norway, and Denmark will be augmented by special midnight sun cruises to the North Cape of Norway this summer.

The Cunard steamship *Carinthia* clears from New York on June 24 for a North Cape-Russia cruise, conducted by Raymond & Whitcomb Tourist Agency.

Under charter of James Boring's Travel Service the White Star steamship *Calgaric* will depart on June 29 for a Midnight Sun Cruise. The itinerary includes visits to Reykjavik, Iceland; Hammerfest; North Cape, various Fjords, Trondhjem, and Bergen, Oslo, Norway; Visby and Stockholm, Sweden; Copenhagen, Denmark; Edinburgh, Scotland; Boulogne, France, and Liverpool, returning to New York August 8.

Regular sailings from New York to Scandinavian ports include those of the Norwegian-American Line and Scandinavian Line to Oslo; the Norwegian-American Line to Bergen; Norwegian-American, Scandinavian-America Line to Christiansand; Swedish-American Line to Gothenberg, and Scandinavian-America to Copenhagen. For Copenhagen, Danzig, and Klaipeda (Memel) sailings are made by Baltic-America Line.

A Mediterranean-Norway summer cruise will leave New York June 28 by Cunard steamship *Lancastria,* under auspices of Frank C. Clark.

Hamburg-American Line is operating five summer cruises to Norway and the Fjords from Hamburg and a cruise from Hamburg to the Baltic Sea, Russia and Scandinavian capitals. A cruise from New York to northern wonderlands and Russia will leave June 28th by S. S. *Reliance,* returning to Hamburg August 3, thence by regular steamship before December to New York.

*Over 60 Nearby Golf Courses*

costs while here

$70

11 Glorious Days in California

for a Lifetime of Vacation Experiences

*Broad Restful Beaches . . . (28 equally interesting photographs in free ITINERARY offered below)*

SOUTHERN CALIFORNIA, with its lifetime of vacation experiences, isn't "too far" for YOU this summer. From most "back east" points, it is possible to be here eleven days of a two weeks vacation. And if you are watching costs, note that they need not exceed $6.35 a day . . . or $70 while here . . . for a highly satisfactory stay, including sightseeing.

The whole thing has been figured out carefully . . . what you can see and do . . . what you need to spend . . . in an ILLUSTRATED ITINERARY that is yours for the asking. It is very complete, including 28 gravure photographs of Southern California scenes . . . and itemized figures on cost of hotels, meals, sightseeing, etc. SEND THE COUPON for it. Use it in helping to plan this unforgettable trip.

At the end of the trail . . . orange groves, palm trees . . . the blue Pacific . . . close-by beaches for daily swims . . . Old Spanish Missions . . . voyages to ocean islands . . . sea and lake fishing . . . mountain resorts . . . Hollywood and its thrills . . . everything that spells vacation *romance . . . adventure!*

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We have published another beautiful book picturing this Southland. It contains 71 interesting photographs by the best men of this land of "pictures." You may have a copy for postage cost.

*Mountain Trout Lakes*

Southern California

EXECUTIVES AND INVESTORS: Los Angeles County oil fields represent an investment of 750 millions . . . the agricultural industry over 400 millions. The port of Los Angeles is second only to New York in volume of export tonnage.

*All-Year Club of Southern California, Sec. N-6, 1151 S. Broadway, Los Angeles, Cal.*

(Check if desired). ☐ Please send me *free* Illustrated Itinerary for a 2-weeks vacation trip to Southern California—with itemized figures on daily costs while there.

(Check if desired). ☐ Four cents in stamps enclosed. Send "Southern California through the Camera." Also send *free* booklets about the counties I have checked.

☐ Los Angeles
☐ Los Angeles Sports
☐ Orange
☐ Riverside
☐ Santa Barbara
☐ Ventura
☐ San Bernardino
☐ San Diego

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(Please Print Your Name and Address)
*City*________________ *State*________________

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BROS
FURNITURE

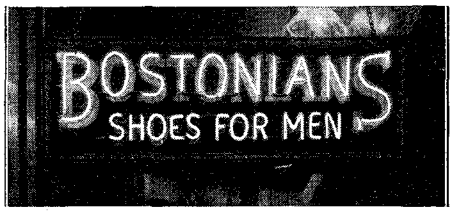
*Combination of brilliant Flexlume neon tube and molded raised glass letters . . . colorful neon to attract attention; clearly legible raised glass letters to make clear the message—day and night.*

**Give Your Business NEW DISTINCTION**

A BUSINESS grows when more of the public becomes familiar with its name, location and service. Indelibly impress the *Who*, *What* and *Where* of your business into the public mind CONTINUOUSLY . . . by day as well as by night . . . by use of a Flexlume electric display.

Not only will such a display attract attention but it will lend distinction to the business whose front it adorns. More than a hundred thousand Flexlumes are helping to increase sales for individual businesses; hundreds of national concerns are utilizing tens of hundreds of displays to help their dealers.

You too will find greater advertising value . . . greater sales-producing power in the new Flexlume combination electrics—utilizing brilliant neon colors for sure attraction, with beautiful raised glass letters (illuminated from within) to enable long distance reading . . . or with flashing exposed lamps for spectacular effect of lights in motion.



*This prominent advertiser uses colorful Flexlume neon window signs as well as outstanding store-front Flexlumes to help build, permanently, dealer sales.*

'Phone "FLEXLUME" in your City. Take up with our representative your electrical advertising needs; or write us to submit, entirely without obligation, suggestions and color sketches of a display to fit your exact requirements. We will tell you how you can enjoy the benefits of electrical advertising on a monthly payment plan. FLEXLUME CORPORATION, 1104 Military Road, Buffalo, N. Y. For Canada, 1074 Queen St. E., Toronto 8, Ontario.

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SALES AND
SERVICE OFFICES
IN CHIEF CITIES OF
U. S. AND CANADA

# INVESTMENTS ▾ AND ▾ FINANCE

## THE DRUG-STORE THE UNIVERSAL RETAILER

"THEY still sell drugs in drug-stores," remarked a Department of Commerce official recently, while a government survey indicated not long ago that the only things not sold in drug-stores are automobiles, coffins, coal and wood, fish, fur, harness and saddles, fodder, ice, iron and steel, live stock, lumber, meat, and plumbing fixtures.

These facts lead government experts and thoughtful merchants to incline to the idea that the drug-store is likely to become "the greatest outlet for merchandise in business," reports J. C. Royle, in a Consolidated Press dispatch from Washington. He continues:

> The drug-stores now are a more potent factor in the distribution field than the delicatessen shops, and have shown decided gains on grocery-stores, restaurants, and soft-drink parlors.
>
> In some cities the number of drug-stores has increased over 85 per cent. in the last four years. In most cities the drug-stores account for around 5 per cent. of the total retail sales.
>
> The growth in the variety of products handled has been even greater than in the number of stores.
>
> In addition to drugs and proprietary medicines, the drug-stores do a large business in foods, tobacco and its accessories, rubber goods, electrical appliances, and sundries of every kind.
>
> The extent of the growth can be estimated by the fact that of seventy-three commodity departments chosen by government authorities for a general retail survey, drug-stores sold sixty.

Altho the drug-store chains are growing rapidly, over 60 per cent. of the business is being done by independents, says Mr. Royle.

Students of the problem are said to believe that the future of the independent druggist "depends on management, the ability to get more sales per dollar of sales wages, more business per square foot of floor space, and a greater sales volume per dollar invested in merchandise."

We are told that one way to do all this is to carry a greater variety of commodities. It seems that—

> Some stores now carry as many as 15,000 different articles in stock, while a list of 3,000 articles is not by any means a novelty.
>
> As a result the modern druggist is becoming a protean artist. One moment he is in the tobacco business, the next he is worrying over farm implements, and the next he is figuring on the best way to attract customers to his photographic supplies.
>
> The pharmacist also must "double in brass." With his diploma and registration he is essential if drugs are to be a part of the merchandising program, but he must be trained to sell or compound or dispense other articles.

## WHAT YOU GET WHEN YOU OWN A HOME

A LIST of the things you get when you own a home and don't get when you rent, has been drawn up by Herbert U. Nelson, executive secretary of the National Association of Real Estate Boards. Mr. Nelson finds it easy enough to think of twenty such items, and he gives them to the public through his organization.

Of course, "you may get a mortgage when you buy or build a home," but, according to this real-estate authority, you also get the following:

> 1. *Financial Independence.*—More people have started on the road to financial independence, through home ownership, than in any other way.
> 2. *Security.*—In times of stress the home is always something to fall back on.
> 3. *A Cash Equity.*—A well-bought home is as good as a savings account.
> 4. *Credit.*—Home-owner can open charge accounts, etc., without difficulty.
> 5. *Peace of Mind.*—Based on the knowledge that provision has been made for your family.
> 6. *Social Background for Your Children.*
> 7. *Play Place for Your Children.*—Without criticism from landlord.
> 8. *Development of Responsibility.*—Home-owner feels more responsibility with regard to his dwelling and the neighborhood.
> 9. *Interest in Civic and Municipal Affairs.*—This is good for the home-owner.
> 10. *Chance for Individual Expression.*—Exterior and interior of home can be made to express individuality of owner.
> 11. *Permanent Environment.*—Making neighbors and friends whose friendships last over a period of years.
> 12. *Habits of Thrift.*
> 13. *Healthful Exercise.*—Pride of possession inspires work around home and garden, which is healthful for indoor business people.
> 14. *Character Development.*—Responsibilities of ownership in meeting emergencies and financial payments, and in making repairs, etc., develop business acumen and character.
> 15. *Independence* (other than financial).—The home-owner can order his life as he wishes, with no restrictions or interference from landlord.
> 16. *Savings.*—Statistics prove that one can occupy and pay for a home at approximately the same cost as he can rent an apartment of the same size as the house. When he has completed his payments, he lives in the owned home much more cheaply than in rented quarters. Thus, over a period of years, he is money ahead by buying and occupying a home.
> 17. *Beautiful Furnishings.*—Higher quality furniture and drapes can be purchased, because they fit into a decorative scheme that will last for years, instead of having to be changed periodically as one moves about from place to place.
> 18. *No Restrictions on Size of Family.*—Landlord can not limit the number of children, or the total number of occupants of the home.
> 19. *Pets.*—The home-owner can have as many pets as he wishes, both indoors and

outdoors without asking any one's permission.

20. *Possible Income.*—The lot might be utilized financially, such as by building a garage to hold two or more cars, and renting a portion of it.

And, in addition to the above reasons, concludes Mr. Nelson less seriously, there is always the chance, since you own to the center of the earth, that you may find a gold mine or an oil-well in your own back yard, as many have done."

## THE PLIGHT OF THE WHITE-COLLAR ARMY

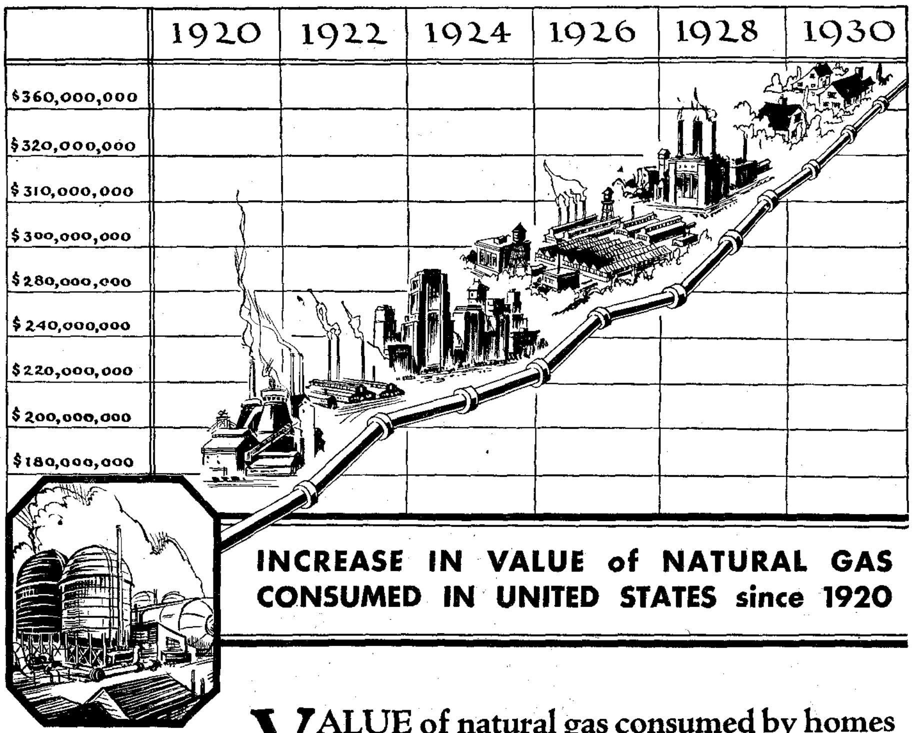
IN all the talk of unemployment during the past winter, little was heard about office workers, reflects the New York *Journal of Commerce.* No group of workers, it points out, "is more helpless in an economic emergency, but no group seems so little disposed to bring its troubles to the attention of the general public."

This white-collar army, we are further reminded, is growing rapidly, both absolutely and as compared with other workers. The number of low-paid slightly skilled, and unskilled office and clerical workers, we are told, is growing more rapidly than that of the so-called wage-earners.

Various estimates of the national income are assigning to salaried persons "a growing percentage of total income at the expense of the proportion of the national income disbursed in other forms."

But this doesn't mean that office workers individually are prospering at the expense of other classes of workers. On the contrary, *The Journal of Commerce* finds that New York State Labor Department figures indicate that the rise in the average earnings of factory labor is outstripping the percentage increases in office workers' earnings as compared with prewar days. Furthermore—

> It is well known that skilled labor is today able to earn absolutely more than the rank and file of the clerical assistants in bank and factory employment. The former often has the further advantage of effective organization that prevents arbitrary dismissals and unjust discriminations, whereas clerical workers are usually without such forms of protection. The low economic status of the office workers is convincingly demonstrated by State Department of Labor estimates showing the range of weekly earnings for office workers in reporting manufacturing establishments in this State. These earnings ranged from $26 to $34 per week in 1920, and from less than $30 to somewhat over $42 in 1929. The range for men alone in 1929 was from $40 to $60, and for women from $20 to $30. And even these low figures have been raised by inclusion of salaries paid to minor executives.
>
> We have in this country a large army of similarly low-paid salaried workers who are destined to become more numerous as the changes in modern industrial organization tend to mechanize office as well as workshop pursuits. The mass of these workers is not skilled, and their work often requires much less mental exertion



**INCREASE IN VALUE of NATURAL GAS CONSUMED IN UNITED STATES since 1920**

VALUE of natural gas consumed by homes and industries has practically doubled in the last ten years, and now represents about 75 per cent. of all the gas produced.

Nothing could more emphatically establish the importance of natural gas than this record of increasing usage of a most efficient fuel for ever-widening purposes. Public utility generating plants are finding this fuel more and more necessary to the economical production of electric power, and industrial plants are benefited through lower production costs.

The companies in the Appalachian Gas Corporation group have some of the most important established markets in the entire country for their product, the territory embracing highly industrialized areas in West Virginia, Kentucky, Ohio, Tennessee, Arkansas, Louisiana and Texas. The largest part of the production is sold under long-term contracts.

*Our weekly publication "Appalachiana" contains timely information on the natural gas industry and the securities of this system. Your name will be placed on the regular mailing list upon request.*

**Appalachian Gas Corporation**
46 Cedar Street New York

Reversing
the downward trend

of business in general, the 43% *profits gain* recorded by Bickford's Inc. in the first quarter of 1930 continues the decidedly upward course of earnings in past years.

Essential in character, this business under capable management has profitably expanded to 40 units located in New York City and Boston.

Its strong financial position, with large cash resources, permits much further expansion in a fertile field.

The Convertible Preference Shares now yield about 8%, with dividend requirements earned by wide and increasing margins. Their conversion feature adds interesting appreciation possibilities.

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**George H. Burr & Co.**

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*Exploring John Bull's Island*

Not alone thru the favorite tourist haunts and bustling cities of England, Scotland and Wales, but into remote corners, seaside and mountain resorts little known to Americans. Truly a rare treat is in store for those who travel with that famous "Traveltalk" lecturer, E. M. Newman, via his fascinating book—

SEEING ENGLAND AND SCOTLAND

Sutton Pool, Plymouth, whence the Mayflower Sailed in 1620

This beautifully illustrated volume takes the reader all over Great Britain, and with the exception of London which is to have a volume by itself, almost every town and locality of note figures at least briefly.

**Stratford-on-Avon, Oxford**

Beginning with Shakespeare's home on the Avon and ending with Harry Lauder's favorite links in Scotland, Mr. Newman finds something interesting or amusing at every turn. The Wessex of Hardy's novels, the English lakes made famous by Wordsworth, and the scenes of Hall Caine's novels in the Isle of Man all are glimpsed.

**Wales**

From quaint old Chester the author lures us across the Welsh border to Llandudno by the sea, Bettws-y-Coed, etc.

**Edinburgh, Glasgow**

Then from Clovelly, and from the Doone Valley up over the Scottish border to Edinburgh and Glasgow, Loch Lomond, the Trossachs, and the highland haunts made famous by Scott and Burns and Stevenson. Mr. Newman also finds such bustling cities as Manchester, Birmingham and Liverpool well worth visiting.

**Tells Us What We Want to Know**

"He has the knack of telling us just the things about which most of us want to know, and his ever-ready camera is forever making pictures of the most fascinating scenes and objects imaginable. He never goes into tiresome detail about things we don't care much about, but he gives us just enough of the interesting places to satisfy our curiosity." —*News & Observer*, Raleigh, N. C.

**Paints Attractive Word-Pictures**

"Mr. Newman has a knack of painting such attractive word pictures of places he visits and brightening the background with such entertaining anecdotes, that the actual illustrations are only incidental, and the real pleasure of his book is seeing places of interest through his eyes."—*State Register*, Springfield, Mass.

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## INVESTMENTS AND FINANCE
*Continued*

than that demanded from the wage workers in the mill or factory. Economically their status is in innumerable cases inferior to that of the laboring man, while their conception of the standard of living required of them is not adapted to what they can earn.

As the army of office machine operators and minor clerical employees grows, its tenure of office will become more and more dependent upon the fluctuations in general industrial activity. Employers now habitually hire and fire these workers as facilely as they do the day laborer, because their services are equally dispensable when business is bad, and they are easily replaceable when business improves. Why is it therefore, that office workers are so systematically forgotten when the question of relief for unemployment is raised? No group of workers is more helpless in an economic emergency, but no group seems so little disposed to bring its troubles to the attention of the general public.

### ON SPECULATING IN BANK STOCKS

ONCE upon a time bank stocks ranked with the most stable of all securities and "were not subjected to passing movements affecting the speculative markets." But during recent years, notes *The Wall Street Journal* regretfully, a speculative atmosphere has somehow been built up around bank shares "that is not proper to this particular industry," and so "we see bank stocks moving in harmony with the general stock market." One factor for the increase in speculation in bank stocks has undoubtedly been the expansion and merger movement in banking, but *The Wall Street Journal* adds emphatically, "there is no doubt that extensive publicity given these securities appealed to the popular imagination." And we read on:

> Little harm would have been done if the original investment character of this market had been preserved. But people were led to buy bank stocks for quick turns. This practise, of course, fostered anything but stable conditions.
>
> Stocks of leading American banks are among the safest investments in the world. The institutions are protected by government supervision and are so hedged about by regulations that failures or disaster are practically eliminated. Nevertheless, they possess one vulnerable aspect. As dealers in credit, their reputation is highly sensitive to public opinion. It is conceivable that an unfortunate market experience of a bank's shares might reflect upon the institution itself. Bank stocks, therefore, warrant a position and treatment that would make them as much as possible, immune from market gyrations.

**Rah for the Can-Opener.—**

"If you think you have wed a cook."
The bride declared, "quite wrong you're gess'n;
Our wedding simply means, my dear,
More business for the delicatess'n."
—*Cincinnati Enquirer.*

# PACKARD STANDARD EIGHT PRICES REDUCED $400

THE Packard Motor Car Company announces that effective May 28th prices of all current models of the Standard Eight were reduced $400. The new prices are as follows:

*Closed Models*

| | |
|---|---|
| 5-Passenger Sedan | $2085 |
| 2-Passenger Coupe | 2125 |
| 2-Passenger Convertible Coupe | 2150 |
| 5-Passenger Coupe | 2275 |
| 5-Passenger Club Sedan | 2275 |
| 7-Passenger Sedan | 2385 |
| 7-Passenger Sedan Limousine | 2485 |

*Open Models*

| | |
|---|---|
| 2-Passenger Runabout | $2025 |
| 4-Passenger Phaeton | 2025 |
| 7-Passenger Touring | 2125 |
| 4-Passenger Sport Phaeton | 2325 |

*(Prices f. o. b. Detroit)*

These reductions were made because the factory expects to announce in the Fall new cars which, though the same in size and of practically unchanged appearance, will have enough changes to classify them as new models. The new cars, like those we are now offering, will, of course, have straight eight motors exclusively.

The new prices give today's purchasers a very great price advantage, and also immediate use of the largest selling and most popular car in the fine car field.

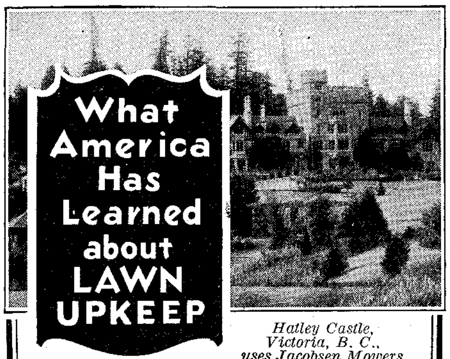
Now, it is even more true—by $400—that you are paying for a Packard. Why not *own* one? You will never have a better opportunity.

* * *

*Two-thirds of those who buy the Packard Standard Eight give up other makes of cars. Thousands prefer to buy out of income. Your used car will be accepted as cash and if of average value will more than make the down payment on a new car.*

ASK THE MAN WHO OWNS ONE

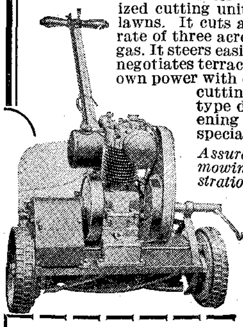
PACKARD MOTOR CAR COMPANY
DETROIT, MICH.



*Hatley Castle, Victoria, B. C., uses Jacobsen Mowers*

Thousands of parks, cemeteries, golf courses and estates have learned of the economy and efficiency gained by using Jacobsen Power Mowers. Jacobsen has held definite leadership in this field for many years. Even in Europe many estate gardeners prefer the Jacobsen to prominent foreign makes. They produce better lawns at lower upkeep cost and with less labor. There is a Jacobsen for every type of lawn.

**The Jacobsen "Junior"**
**Is a Quality**
**Small Power Mower**



The "Junior" is a highly standardized cutting unit for moderately large lawns. It cuts a 19-inch swath at the rate of three acres a day on a gallon of gas. It steers easier than a hand mower, negotiates terraces easily, travels on its own power with or without driving the cutting reel. It has an auto-type differential, self-sharpening device and a powerful specially-built motor.

*Assure yourself of Jacobsen mowing ability by a demonstration on your own grounds without obligation. Mail the coupon for free book.*

**JACOBSEN MFG. CO.**
**Dept. LD, Racine, Wis.**
**New York Office:**
**507 West 56th Street**

JACOBSEN MFG. CO., 6-30
Dept. LD, Racine, Wis.

You may mail your free book: "Lawns Beautiful" to

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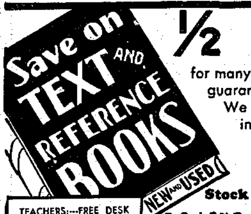
Address

**SUMMER SCHOOL BOOKS**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**Commonwealth Casualty Company** [*of Phila.*]
**705 Wallach Bldg., Newark, New Jersey**

**Name**........................................................

**Address**........................................................

**City and State**........................................................

**AGENTS WANTED for Local Territory**

# CURRENT EVENTS

## FOREIGN

May 20.—The pro-Government forces in Kwantung Province are reported to have defeated the anti-Nanking troops which have been waging war against the Southern loyalists since last fall.

May 21.—Several hundred persons are injured in a massed advance on the Dharasana salt works, and Mrs. Sarojini Naidu, present leader of the civil-disobedience campaign in India, and Manilal Gandhi, second son of Mahatma Gandhi, are arrested.

May 22.—A motion of censure proposed by Sir Oswald Mosley, who had resigned from the Cabinet, protesting over the Government's unemployment policy, is defeated in the British Parliament, 210 to 29.

V. J. Patel, the fourth to lead the civil-disobedience campaign in India, exhorts a crowd of 75,000 men and women gathered in Bombay to press the disobedience drive.

The dirigible *Graf Zeppelin* arrives at Pernambuco, Brazil, from Seville, Spain, and is enthusiastically welcomed by the populace.

Palestine Jewry resorts to a general strike over the British Government's suspension of immigration to Palestine.

May 23.—The *Graf Zeppelin* takes off from Pernambuco, Brazil, for Rio de Janeiro.

The Nanking Government in China announces that its forces have crushingly defeated the Northern armies in northern Honan Province, and have taken 20,000 prisoners. In the assault and capture of Kweiteh hundreds of civilians are reported to have been killed by the Nanking artillery bombardment.

In an address at a farewell dinner to Ambassador William R. Castle, Jr., at Tokyo, Masanao Hanihara, former Japanese Ambassador to the United States, says that the Japanese resentment against the American exclusion act is felt now as keenly as it was when the legislation was enacted, and that it "will never die out so long as the wound inflicted remains unhealed."

The commercial life of Bombay, India, is paralyzed by a riotous mob of 200,000 Gandhi supporters. Mrs. Sarojini Naidu, who followed Abbas Pyabji as leader of the civil-disobedience campaign, is sentenced to nine months' imprisonment.

May 24.—In another speech on his tour of the provinces, Premier Mussolini arouses his hearers to the cry of "Down with France" when he says, "We are well enough informed of the spirit dominating some of our neighbors."

Lord Davidson of Lambeth, former Archbishop of Canterbury, dies at his home in London. He was eighty-two.

General rioting between Moslems and Hindus breaks out in Dacca, India, and a number of both groups are injured.

Miss Amy Johnson arrives at Port Darwin, Australia, the first woman to fly alone from England to that country. She covered the distance of 10,400 miles in a little less than 20 days.

May 25.—A mob of 30,000 storm the Government salt works at Wadala, a suburb of Bombay, India, and the police are forced to resort to firearms, injuring a number of natives.

The *Graf Zeppelin* stops only an hour at Rio de Janeiro, and turns about again

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for Pernambuco, where she will refit preparatory to another visit to the United States.

May 26.—Thirty-four people are killed in rioting in Rangoon, Bombay and Dacca, India, when laborers are imported to replace striking Burmese dock-workers.

### DOMESTIC

May 20.—Without a roll-call, the Senate confirms the nomination of Owen J. Roberts as Associate Justice of the United States Supreme Court.

James J. Davis, Secretary of Labor, wins the Republican nomination for Senator from Pennsylvania over Senator Joseph R. Grundy and Francis H. Bohlen, and former Governor Gifford Pinchot wins the Republican nomination for Governor over Francis Shunk Brown and Thomas W. Phillips, Jr.

May 21.—The General Conference of the Methodist Episcopal Church, South, adopts a resolution expressing its opposition to gambling in the stock market in any form, and warning all its Bishops, preachers, and laymen alike against speculation and other varieties of what is described as "one of the most degrading sins of the day."

May 22.—The House votes, 210 to 18, for an inquiry into Communist activities in the United States, including the connections of the Amtorg Trading Corporation, an agency of the Soviet Government.

For the first time in any theater, a television feature act is shown in a theater in Schenectady, New York, by Dr. E. F. W. Alexanderson, of the General Electric Company.

Settlement of German reparations to the United States on account of the awards of the Mixed Claims Commission and the costs of the army of occupation for $753,400,000 over a period of fifty-two years is approved by the House.

May 23.—President Hoover announces that he will call the Senate in special session to ratify the London naval treaty if it fails to act on the treaty during the current session.

The conferees on the Hawley-Smoot tariff bill complete their work by agreeing to retain, with slight change, the flexible provision, which authorizes the President to increase or reduce rates by 50 per cent., upon recommendation of the Tariff Commission, and by agreeing to the elimination of the debenture clause.

The Senate Committee on Territories votes, 8 to 4, to report favorably on the Hawes-Cutting Philippine independence bill, which would give the islands complete independence, if, after a period of five years, a plebiscite should show them in favor of it.

May 25.—"Pluto" is selected by scientists of Lowell Observatory, at Flagstaff, Arizona, as the name for the recently discovered trans-Neptunian body which they believe is the long-sought Planet X.

May 26.—Purchasers of intoxicating liquor are not guilty of violating the Prohibition Law, the Supreme Court of the United States unanimously decides.

A special session of the Senate to act on the London naval treaty is agreed upon by President Hoover and Senate leaders.

Senator Joseph R. Grundy spent $291,000 of his own money in his unsuccessful campaign for the Republican nomination for the Senate in Pennsylvania, it is testified before the Senate committee investigating expenditures of Senatorial candidates. The total expenditures of his campaign were $332,076.14.

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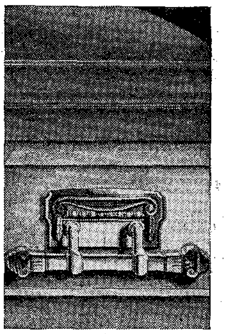

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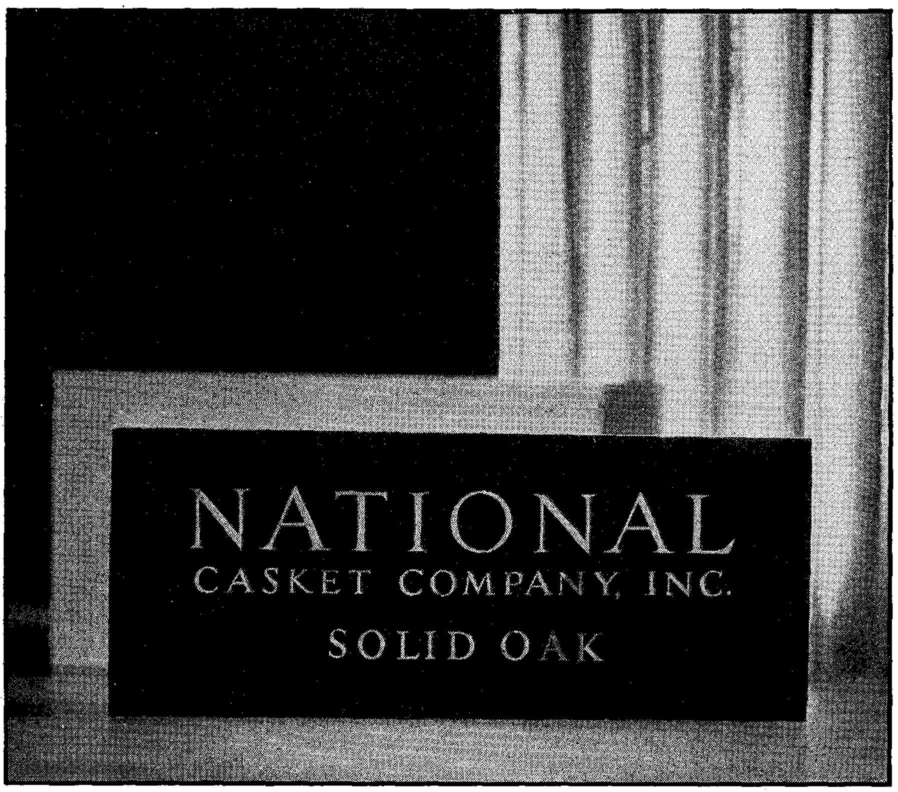

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**Barnum Died too Soon.**—DICKEY—"My Dad is an Elk, a Lion, and a Moose."

MICKEY—"What does it cost to see him?"—*Capper's Weekly.*

**Never Fazed Him.**—"Mr. Snafflebitt—use the word 'tortuous' in a sentence."

"I tortuous going to ask me to recite on a front board for to-day."—*Pointer.*

**Spilling the Beans.**—'ERB—"'Eard your foreman fell from ther scaffolding yes'd'y."

JOE—"Shut up, yer fool, it don't happen till to-morrow."—*Smith's Weekly.*

**Spotless Record.**—MISTRESS—"Do you think you will settle down here? You've left so many situations."

MAID—"Yes, m'm. But remember I didn't leave any of them voluntarily."—*Perthshire Constitutional.*

**Summer Ecstasy.**—
Roll on, thou deep and dark blue sea—
Keep rolling on for all of me.
On you I can not waste a glance
While bathing beauties round me prance.
—*Florida Times-Union.*

**Wham!**—A city visitor, from one of the wind-swept States, gazed intently at the spiral fire-escape that wound its way down the rear of a thirty-story building.

"Gosh," he exclaimed. "That must have been a danged long ladder before the cyclone hit it."—*Aggrievator.*

**Heavenly Relief.**—JUDGE—"You've stolen no chickens?"

SAM—"No sah."

JUDGE—"No geese?"

SAM—"No sah."

JUDGE—"Any turkeys?"

SAM—"No sah."

JUDGE—"Discharged."

SAM—(grinning)—"Boss, I sure was skeered to death you all'd say ducks."—*Pointer.*

**Cutting Out the Frills.**—One of the crew of a big liner chanced to pick up a first-cabin menu card, and, seeing at the top "Table d'hôte," turned to his pal and inquired:

"What does this 'ere mean, Joe?"

"Well," said Joe, "it's like this 'ere. Them swells in the saloon have some soup, a bit of fish, a bit of this, a bit of that, and a bit of summat else, and call it 'table dottie.' We have 'table dottie,' only we mixes it all together and calls it stew."—*London Answers.*

**Fair Trade.**—An illusionist performing in a Northern town put a woman into a box from which there was no apparent outlet, and shut the lid. When he opened it again there was nothing inside but a couple of rabbits.

After the performance a Scotsman went to the illusionist and asked him if he could perform the same trick if his (the Scotsman's) wife were to get into the box.

"Why yes," answered the illusionist. "But are you anxious to get rid of your wife?"

"Weel," answered the Scot, "it's no sae much that, but wee Wullie got me tae promise him twa rabbits for his birthday!"—*Sporting and Dramatic.*

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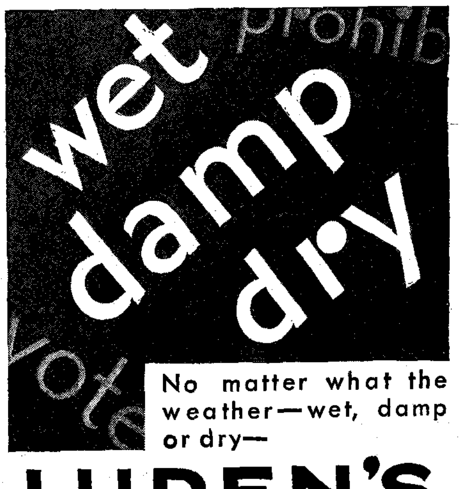

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